

ALL HANDS



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APRIL 1961



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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VICE ADMIRAL W. R. SMEDBERG III, USN
The Chief of Naval Personnel

REAR ADMIRAL A. E. LOOMIS, USN
The Deputy Chief of Naval Personnel

CAPTAIN F. R. WHITBY, Jr., USN
Assistant Chief for Morale Services

TABLE OF CONTENTS

	Page
Flying the Atlantic Barrier.....	2
Surveying in Siam	6
Sweeping Drill	9
Eye Doctors of the Pacific	10
Porpoise with a Purpose	12
Our Antarctic Neighbors	13
This Is Pearl's Variety Store	14
Navy Bands: Seafaring Virtuosos	16
Today's Navy	20
Sports: Regional Basketball Champs	26
Special Feature	
Piping the Boatswain's Call	30
Centerspread: Bosun's Pipe and Calls	
Aboard Ship	32
John King, the Destroyer and the Man	34
Letters to the Editor	36
The Word	42
Bulletin Board	44
Pointers for the Navyman Getting Ready to	
Buy a Home	45
Openings in the Nuclear Power Program	48
Voluntary Retirement of Officers	50
Report on Duty in Greece	51
Five-Term College Training Program	55
New Movies and TV Series Available	56
Directives in Brief	57
Special Supplement: Norfolk and the Fifth	
Naval District	58
Taffrail Talk	64

CDR F. C. Huntley, USNR, **Editor**
John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdell, **News**

David Rosenberg, **Art**

Jerry Wolff, **Research**

Don Addor, **Layout**

French Crawford Smith, **Reserve**

• **FRONT COVER: BOGEY HUNTERS** — Navy air controllers man their radarscopes while CIC status board is marked by plotter aboard a WV-2 Super Constellation while flying the North Atlantic Barrier patrol as an extended part of our Distant Early Warning Line.

• **AT LEFT: READY TO ROAR** — A Navy all-weather F8U-2N Crusader jet gets set to blast skyward from steam catapult of attack aircraft carrier USS Forrestal (CVA 59). The large carrier was at sea for pilot carrier qualification tests.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



SKY WATCH—WV-2 patrol planes of North Atlantic Barrier extend country's Distant Early Warning Line out to sea.

Flying the Atlantic

"Argentia Approach, Navy 1313, 25 miles southeast, requesting your present weather."

"Navy 1313, this is Argentia Approach, present weather 200 feet obscured; visibility one-half mile in blowing snow; wind south southwest 28, gusts to 45 knots; duty runway 25; GCA standing by on channel 17."

"Argentia Approach, this is Navy 1313. Roger your weather; request clearance to GCA frequency."

After another GCA approach to field minimums, the pilot of Navy 1313, a radar-converted Super Constellation, completes another circuit of the North Atlantic Barrier, the seaward extension of the DEW Line.

PICK UP—LTJG. D. Cyphers and M. E. Robinson, ACW3, plot bogey in CIC.



THE BARRIER FORCE maintains a 24-hour-a-day, year-round airborne surveillance of the broad reaches of the North Atlantic Ocean. Since 1 Jul 1956, 10,000 such flights have taken off and landed at the U.S. Naval Station, Argentia, Newfoundland. Flight Number Ten Thousand was flown in early March.

Each completed barrier flight represents a distance greater than the Great Circle mileage from New York to Los Angeles. All the flights together represent a total of more than 23,000,000 miles, or the equivalent of 50 round trips to the moon.

The Atlantic Barrier has been one of the important components of our blueprint for defense of the North American continent against enemy attack, in which each of the armed services has played a role.

The barrier has one specific objective—to detect any surprise move against North America.

By its mere existence, the Atlantic Barrier has served as a deterrent against hostile attack by eliminating the element of surprise from any potential aggressor's plans of attack.

NAVAL AVIATORS WHO FLY the Barrier have a tough job. To them,

ALL HANDS

flying the Barrier has meant more than 120,000 hours, and 23 million miles, in the air since 1956. To the United States, it has meant safety.

The WV-2s, from which they scan 45,000 square miles of the Atlantic, look very much like their *Super Constellation* sister ships with the exception of a 7-foot-high, fin-like dome atop the fuselage and a massive mushroom-shaped bulge underneath, both of which contain radar antenna.

The interior of the WV-2 is a precision radar laboratory which is kept in top-notch condition with complete sets of maintenance gear stored on board to permit in-flight repairs.

In spite of the frequent sub-zero temperatures on the Atlantic Barrier, the WV-2's cabin must be air-conditioned to offset the heat given off from the five tons of electronic equipment she carries.

WHEN A BOGEY appears on the radar screens of the Barrier's planes, it is immediately evaluated

Barrier

and plotted. Its speed, altitude, bearing and exact position are quickly calculated, and the data is immediately relayed to either one of two operational control centers. One center is at Atlantic Fleet Headquarters, Norfolk, Va.; the other at Argentia, Newfoundland—the western anchor and nerve center of this radar blanket.



GROUND WORK—CDR E. F. Deems and D. W. Harris, AM1, get prepared.

Information on the bogey is compared with flight plans and position reports of friendly military and commercial aircraft known to be crossing the Atlantic. If the radar contact cannot be correlated by the Operational Control Center, the nation's defense system is instantly alerted.

This sounds like a rather ponderous system. In the sense that it requires thousands of people and much equipment, of course it is, but the time involved from the first sighting of the bogey on the radarscope to the notification of NORAD at Colorado Springs, Colo., is a matter of minutes.

One airborne early warning squadron is permanently located at Argentia, Newfoundland. Two others are at Patuxent River, Md., ready to furnish relief for the Argentia base.

From Argentia, countless WV-2s take off for the long 12-hour trip down the Barrier and back.

THE MEN WHO FLY the Barrier consider the flights routine. The craft has cooking and sleeping facilities for 31 crewmen including regular and relief crews, thus enabling it to remain on station over the Atlantic to the maximum of its flying ability.

SOUP'S ON—Even in bad weather, if the big planes can taxi, the barrier Navymen are flying night and day.





FLYING HIGH—LTJG Pinto shoots star to check plane's position. Rt.: Cockpit crew readies for take-off to Argentia.

Despite these comforts of home, however, there are some disadvantages. To name a few—the planes fly despite winds, rain, snow, ice, fog or storms. Planes have taken off when the ceiling was zero and winds were blowing at 60 to 75 knots.

Of course, during the summer, the weather is comparatively nice. In June, for instance, dense fog blankets the field at Argentia one fifth of the time. In July there is fog up to 35 per cent of the time and in August there is fog only one quarter of the time.

As one flyer said—if we can taxi, we can fly. And they do.

★ ★ ★

THE HISTORY of the Barrier's Airborne Early Warning Wing, Atlantic, began with its commissioning on 1 Jul 1955. It consisted then of 37 officers and 120 enlisted men.

By August 1955, Squadron Eleven (VW-11), the first of three squadrons, was commissioned at NAS Patuxent River, Md. Two other squadrons—VW-13 and VW-15—were in commission by October 1955, but the aircraft forces of AEWINGLANT were still not up to full strength.

The wing's most important job at that time was training in new aircraft. The Early Warning Barrier had top priority, and industry was called upon to provide representatives to help teach both flight and ground personnel.

Training was intense—prospective patrol plane commanders of the three squadrons were given 96 pilot hours in model before receiving check flights by wing supervisors.

Student flight engineers received a 12-week ground course, accumulated 50 panel hours of flight, and

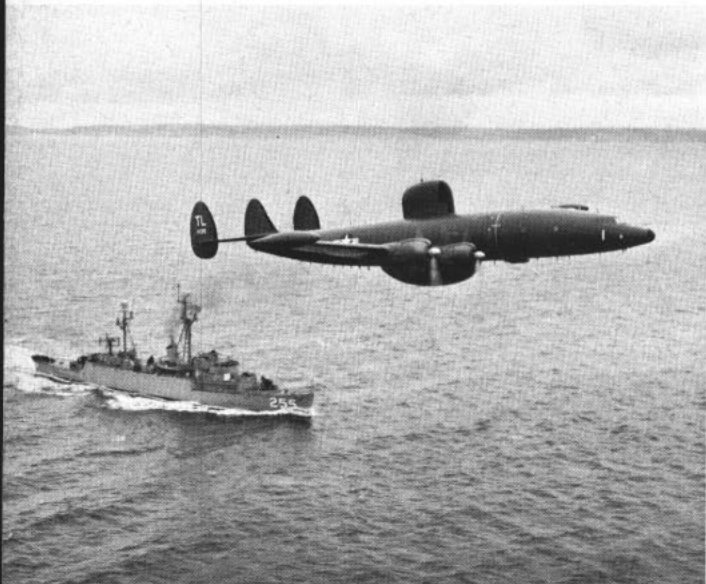
passed the wing check before being designated First Flight Engineers.

CIC officers and personnel were received from Glenview, Glynco and Dam Neck, Va., and conducted extensive flight training off the East Coast.

On 1 May 1956, COMAEWINGLANT and staff and VW-11 with seven of its nine aircraft, moved from Patuxent River to Argentia. The Staff was immediately concerned with the installation of an Operational Control Center. Arrangements were also made for a communications center with remote control equipment and establishment of a communications system to get flight information.

Also, international arrangements had to be made for operating an air-space reservation, and local requirements for control of aircraft had to be formulated, together with

HELLO BELOW—WV-2 passes low over DER as they head for patrol duty. Rt.: Barrier winters bring lots of snow.





SCOPE OF IT—LTJG W. L. Thomas (Rt.) and A. D. Higgins, AC2, check radar. Rt.: D. R. Berry, ADC, checks plane's fuel.

procedures and doctrine for safe operation in all weather conditions.

Shortages of spare parts for electronic equipment and aircraft engines resulted in constant emergency procurement and follow-up.

By January 1956, however, a program of periodic maintenance had been undertaken by industry to relieve the squadrons of manpower-consuming major inspections.

THE ATLANTIC BARRIER was activated on 1 Jul 1956. A team of radar picket ships and aircraft began providing radar coverage of ever-increasing efficiency. (The role performed by the barrier picket ships was reported in ALL HANDS stories in the September 1956 issue, page 20, and the August 1959 issue, page 12.)

By December 1956, manning the

Barrier was already a fairly routine operation. For example, flight crews were flying one out of every five days, and aircraft utilization was running well over 150 hours per aircraft per month.

The message center was handling as many as 18,000 messages a month. Detailed logs of Barrier results and innumerable charts had been made and analyzed to produce the most effective, efficient and operationally practicable methods and procedures.

In July 1957, the Barrier extended from Argentina to a point near the Azores. The position of the Barrier fluctuated constantly in order to confuse any potential enemy.

The Barrier's planes have had their ups and downs. For a time, the number of planes to man the Barrier was cut back, placing a severe strain

on the available men and equipment.

Some winters have been more difficult than others—the winter of 1958-59 was unusually severe, and necessitated closing the field at Argentina for two and one-half days.

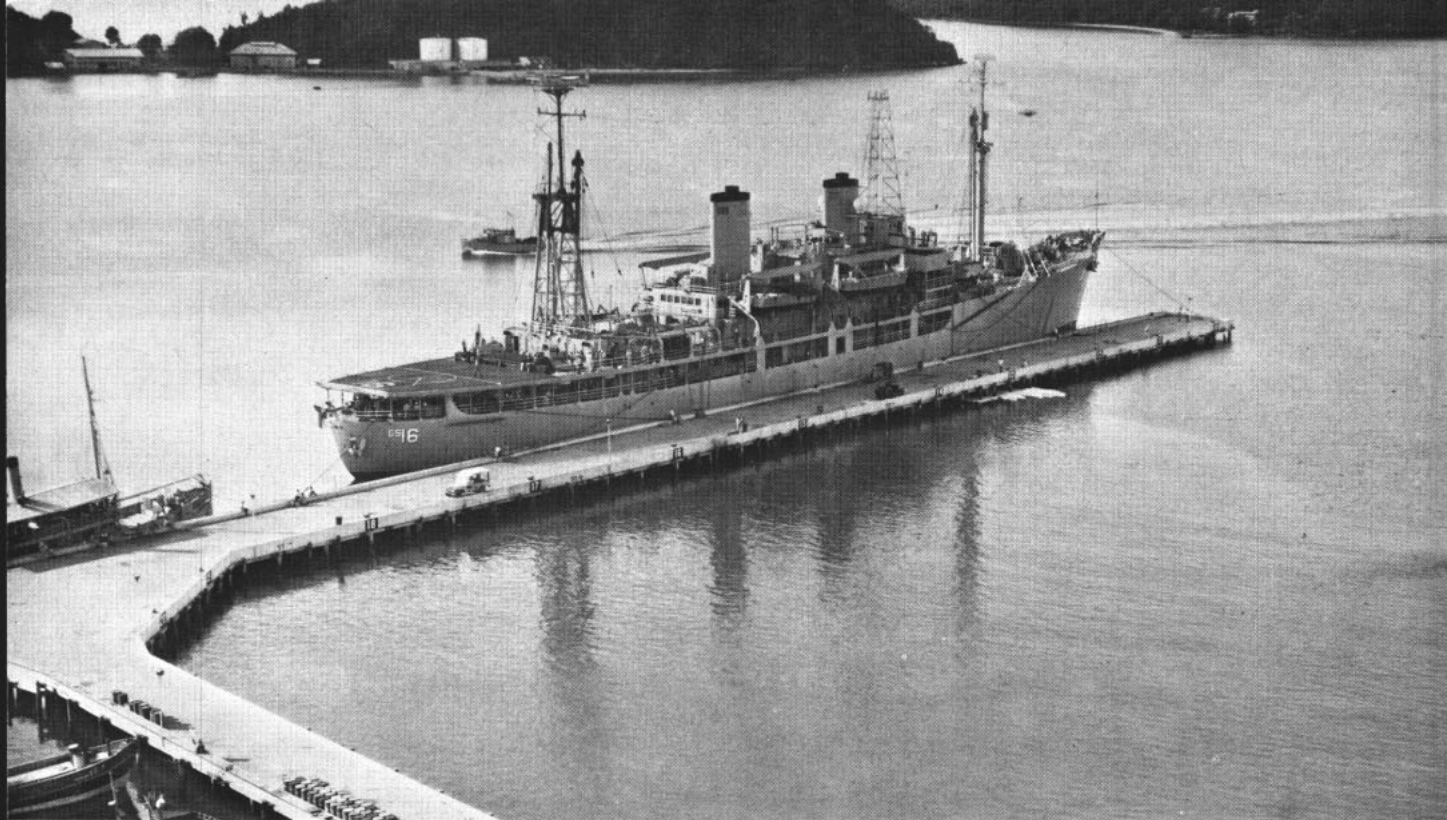
This made it necessary for Barrier aircraft to operate from Harmon AFB, Newfoundland, and the Naval Air Facility at Lajes, Azores—but again the job got done.

The men flying the Barrier have run up a safety record of less than one fatal accident for each 40,000 flight hours, yet 34 men have given their lives on the Barrier for the protection of their country.

It's a demanding job, as the pilots and crews who have flown the past 10,000 flights over Barrier Atlantic can testify. And, as Flight 10,001 got under way last month, the job was still getting done.

'LEISURE' ALOFT—Crew members relax while off watch on patrol. Rt.: WV-2 plane passes over base at NAS Patuxent.





SOUNDING SIAM—uss *Maury* (AGS 16) moors at Sattahip, Thailand, prior to beginning survey operations in the gulf.

Surveying in Siam

NAVYMEN on board *uss Maury* (AGS 16), steaming along the Gulf of Siam last December, found themselves headed for some interesting and unusual duty. They were beginning an extensive hydrographic survey of the Gulf of Siam.

The survey is another of the ocean-charting projects of the U.S. Navy Hydrographic Office. Charting the unknown in this Far Eastern Gulf along with *uss Maury*, one of

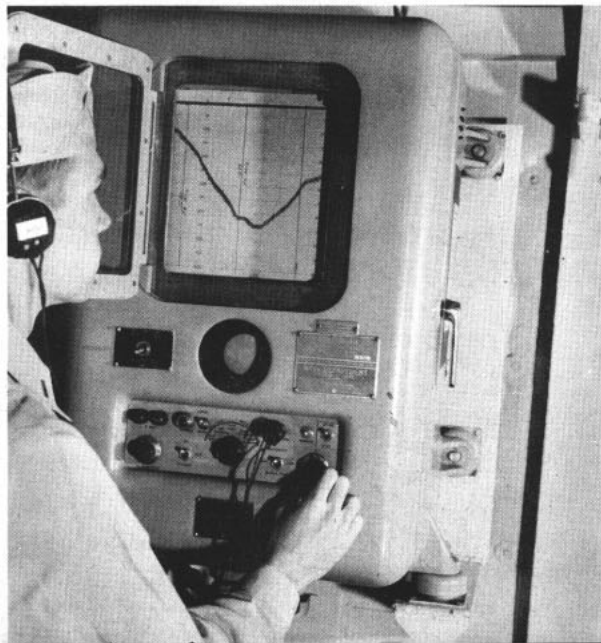
the Navy's largest surveying ships, is *uss Serrano* (AGS 24), a recently converted Fleet tug. Carried aboard *Maury* are two 52-foot sounding boats, which are capable of operating independently for periods of up to 10 days. The surveying ship also carries an HUS helicopter on her flight deck.

Her copter transports surveyors and equipment to and from islands and mountain tops in and around the

gulf. It is manned by a detachment from HU-1, Ream Field, Imperial Beach, Calif. Rounding out the task unit is a Marine Corps Coastal Survey Team and a group of civilian technicians.

The survey team is a part of the Seventh Fleet, and is the first of its kind to conduct extensive operations in the western Pacific. The task unit is under the command of CAPT J. M. Marshal, USN, CO of *Maury*.

THE PICTURE—Camera is readied for photogrammetric mapping from copter. Rt.: Heart of survey is the echo sounder.



Prior to joining the Pacific Fleet the 7000-ton *Maury* had been operating in the Mediterranean and Persian Gulf areas. Shortly after becoming part of Service Force, Pacific Fleet, *Maury* set sail to conduct a preliminary reconnaissance survey of the Gulf of Siam, to see what the job would require. Returning to Pearl Harbor, she underwent an extensive overhaul to recondition the 15-year-old ship to the needs of the modern survey fleet.

Over one million dollars' worth of new deck, renewed winches, air conditioning, ship alterations and engineering equipment went into the survey ship before she sailed for Bangkok, Thailand, and survey duty in the Gulf of Siam.

The survey team found the waters around Thailand coastal areas well-charted. But off shore, and in the lower half of the gulf, soundings were few and far between. The entire gulf was found quite shallow. In the main steamer lanes to Bangkok, poles stuck in the mud bottom by fishermen often stood ten feet out of the water. These poles, plus many small fishing boats that crowded the area, added to the difficulty of the survey job. Often after dark *Maury* would have to turn on her 24-inch searchlights to warn native fishermen sleeping in unlighted boats.

For precise positioning, *Maury's* team used electronic systems (Shoran, Lorac) as measuring devices set up ashore and transmitting to the ship. In connection with this surveying gear, Navymen often found themselves high and dry operating a



SHORE TO SHIP—Surveyor L. Rutledge, SVC, USN, sights *Maury* from beach.

“beach camp.” This usually meant camping out on some lonely mountain peak, frequently accessible only by helicopter. At the camp the detail is in charge of running the electronic equipment.

Lonesome as it may seem, the sailors at one station found friends in a jungle menagerie consisting of a two-and-a-half-foot Siamese monkey (which they named Charlie Brown), lizards, a fighting fish, a goldfish, and a mongrel puppy dog. The Navymen

at this beach camp also found a seven-foot cobra, but decided it would be too dangerous to add the snake to their zoo.

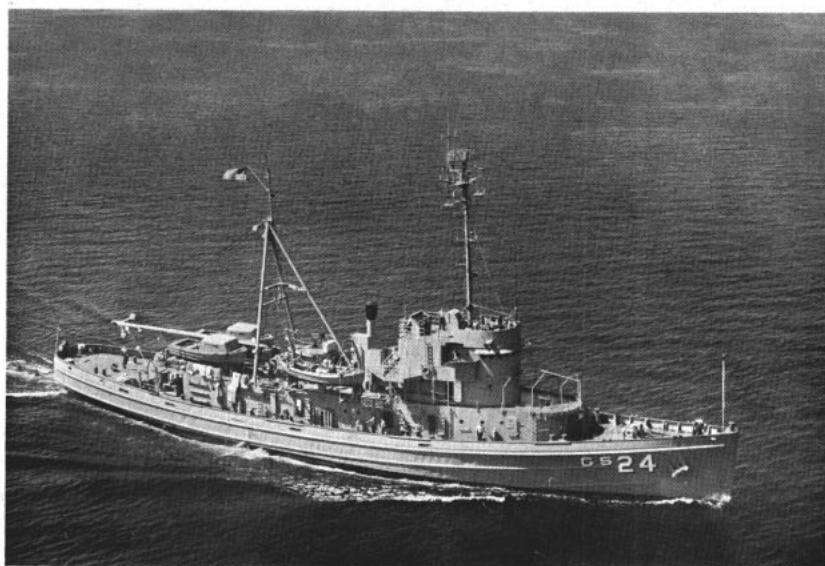
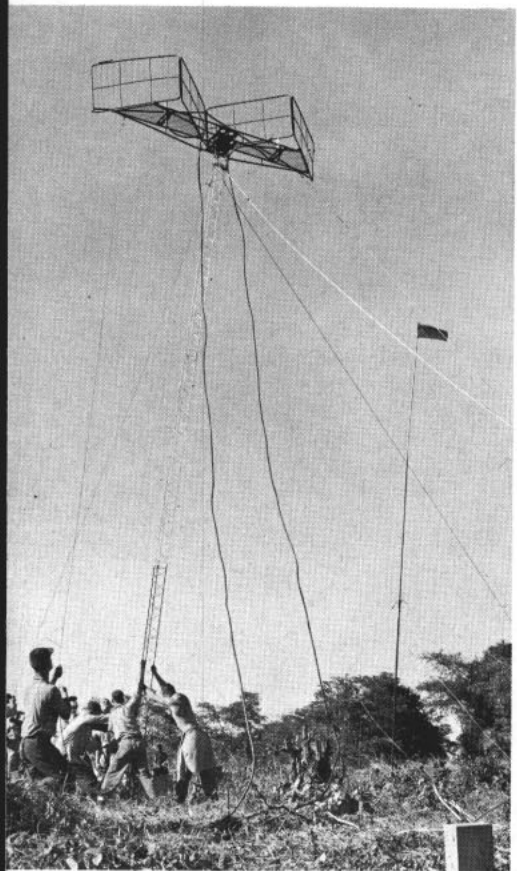
Life on a survey ship is also somewhat different from the usual, tour. Just as the mission of the ship indicates — “Extended operations in remote areas” — *Maury* will often be on seven- and eight-month cruises. Since missions are usually off the beaten track, she carries all conceivable supplies so that replenishment

BOTTOMS UP—Sounding boats of *uss Maury* conduct hydrographic soundings in waters off east coast of Thailand.





FUN TIME — Marines from *Maury* see sights in Bangkok. Below: Electronic gear is set up by survey party.



TEAM MATE—uss *Serrano* (AGS 24) was part of the Far East surveying team.

while at sea is not usually necessary.

Throughout the ship are electrical and machinery repair shops. In the after section, below the helicopter flight deck, are a shipfitter's shop, a carpenter shop and a machine shop, all equipped to make the ship as self-sufficient as possible.

The hydrographic department, under the direction of the ship's hydrographer, LCDR R. W. Haupt, USN, uses a print shop, a drafting room, and a plotting room for the actual survey operations. To make living conditions more comfortable for the crew in the hot tropics, all berthing compartments are air-conditioned, and the crew's soda fountain is well stocked with ice cream.

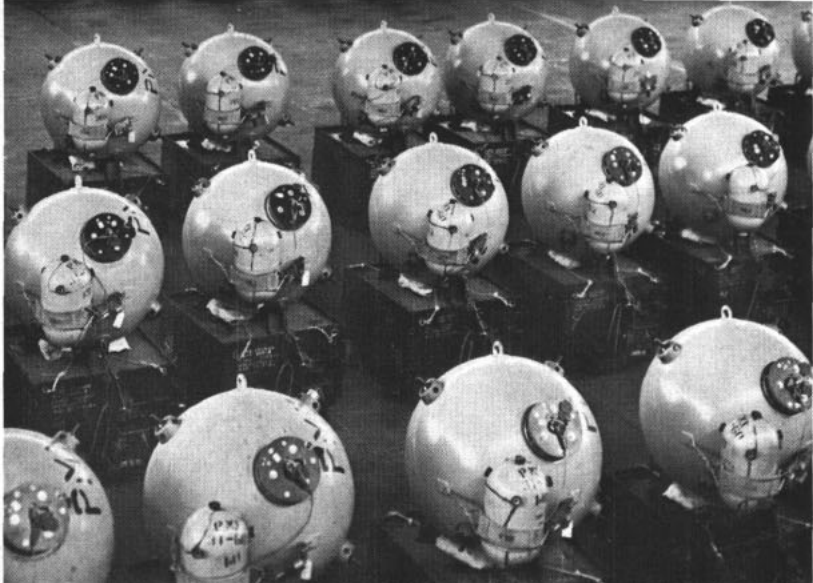
When the last soundings are recorded in Thailand, *uss Maury* will return to her home port at Pearl Harbor. The figures and charts that have been compiled will be forwarded to Washington, D.C., and after a brief leave and upkeep period the ship's crew, along with yardworkers will start preparing the AGS for the next season's survey.

The great reward, however, comes only a few months later, when off the presses at the Navy Hydrographic Office roll new and up-to-date navigational charts of the area surveyed by *uss Maury*, the fruits of the task unit's long deployment and hard work.

— LTJG Adam T. Schildge, USNR.

COPTER-LANDED party rests at beach station after clearing way in jungle.





READY TO GO—Mark 6 drill mines are assembled and ready for delivery.

Sweeping Drill

TO BUILD MINES that really aren't mines at all is the job of the Drill Mine Preparation Facility at Long Beach, Calif.

It seems that minesweepers and minelayers need practice, as does any other outfit in the Navy. It also seems that they would rather not practice with real mines. (Something to do with blowing their stacks.)

That's where the drill mines come in. They look like real mines, and they are real mines in every detail except one. Instead of exploding, these mines fire a flare when they are actuated. In this way the sweepers can tell when their work is successful, with no danger of being blown up or injured.

There are four primary types of drill mines (contact, magnetic, acoustic and pressure) now in use, according to COMINPAC.

The contact mine looks like a giant basketball, and is anchored some dis-

tance below the surface of the water. It explodes only when a ship actually comes in contact with it. This probably is the best known of all mines.

The magnetic, acoustic, and pressure mines, which usually lie on the bottom of the ocean, are shaped like a large bomb or a submarine torpedo. A magnetic mine explodes when a metal hulled ship comes close to it; the acoustic mine is fired by the noise from a passing ship; and the pressure mine is fired when the water pressure is changed by a ship which moves nearby.

Normally, mines are laid by high-speed aircraft or by submarines. After they have been planted or dropped, as the case may be, the sweeping exercise can begin.

It then becomes the job of ships like the 172-foot ocean minesweepers, the smaller coastal sweepers, and even Scuba divers, to clear the channel of the mines.



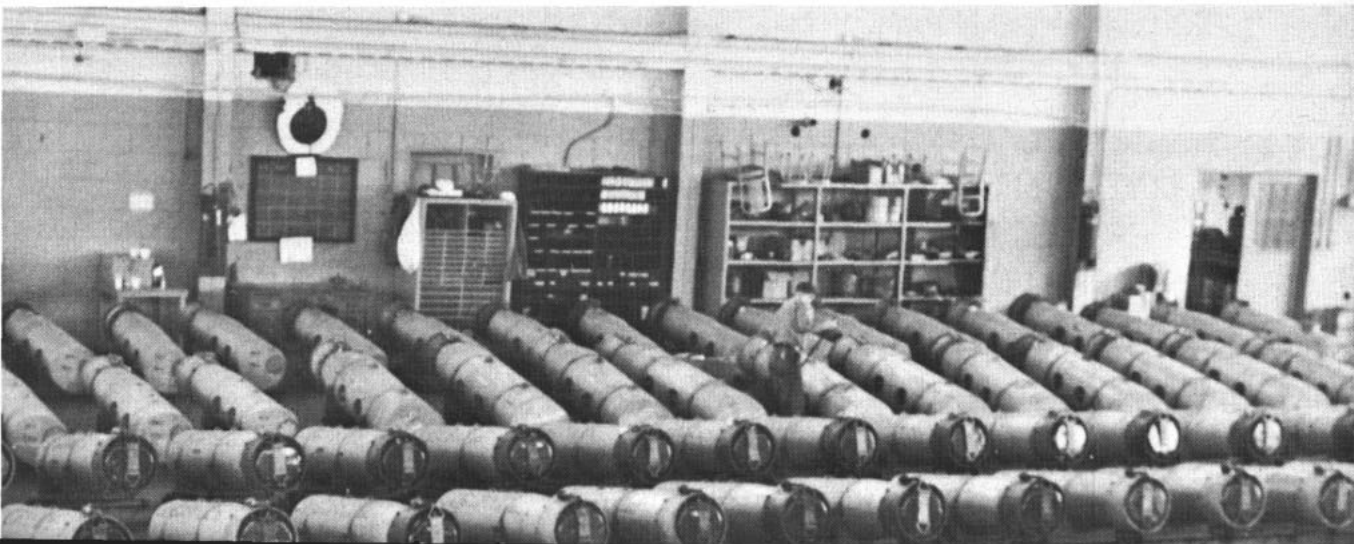
PLANTING TIME—The release mechanism of Mark 6 drill mine gets its final check before being planted.

The work of the minemen, however, is done both before and after the exercise. The before work is done at Long Beach, Calif., in a converted airplane hangar. Thousands of drill mines are assembled and tested in this building each year before they are sent to sea.

After the mines are swept, they must be returned to Long Beach, disassembled and each part tested to make sure it still works well. Even the shell of the mine is tested to make sure it doesn't leak.

After this thorough checkout by the men of the Drill Mine Preparation Facility, the mines are declared ready for sea duty again and they are planted for another group to test their sweeping skill.

FOR PRACTICE—Mark 25 drill mines await transportation to mine field where Pacific minesweepers practice.





SUB HEAD — An opticalman makes final seal on the periscope's head before returning it to the submarine.

WITHOUT A DOZEN "EYE DOCTORS" at Pearl Harbor, the many submariners of the Pacific Fleet would frequently be forced to operate virtually "blind."

These 12 men of the Submarine Base Periscope Shop are responsible for the overhaul, repair, improvement, testing and alteration of every periscope in the submarines comprising the Pearl Harbor submarine group and for voyage repairs, or replacement, to transiting submarines of the Pacific Fleet Submarine Force. It is the *only* periscope repair facility in the Pacific area west of San Francisco.

The advent of missiles and nuclear

FINAL TOUCH—An opticalman of the Pearl Harbor Submarine Base Periscope Shop collimates binoculars as the last adjustment of an overhaul.



LOOKING IN—Mechanical adjustments are made to eye box of periscope.

Eye Doctors

power has created innovations and problems in periscopes. It seems that more equipment is always being added to the periscope, and each time it becomes more complicated. One of the responsibilities of this shop is to take the "bugs" out of these new devices as they develop during operational usage.

These opticalmen are not limited, however, to the field of optics. As periscope repairmen they are also involved with radio, radar, and other electronics gear, as well as mechanics, plus Ship's Inertial Navigational Systems. Thus, the opticalman has been forced to absorb a goodly bit of the know how of the electronics technician, electrician's mate and in-

terior communications electricians ratings.

The work on periscopes begins with optics and ends with electronics. In other words — varied and technical. J. G. Manning, Chief Opticalman, USN, Periscope Shop Foreman, summed it up by saying, "Buck Rogers has nothing on us."

Periscopes are valued at anywhere from \$20,000 to \$250,000 for special "test" scopes (minus associated gear). Each submarine has two periscopes with an average value of \$40,000 each, and there are several dozen others in reserve at the Submarine Base, ready for issue.

Approximately 200 periscopes are repaired at the Pearl Harbor Periscope Shop yearly. Every submarine has its scopes pulled and replaced by the Submarine Base incident to each shipyard overhaul and regularly thereafter for preventive maintenance.

The removal of a periscope from a submarine is a delicate task, for it must be accomplished with precision. A mistake could cause the loss of both the periscope and human life. If the hoist slips, the one-ton periscope could punch its way through the submarine — a man could be seriously injured or killed by the falling periscope. The Periscope Shop has effectively cut down the removal and replacement time to a very minimum, through use of modern machinery and experienced personnel. As many as four or five periscopes



TEAM WORK—Supervisor assists trainee in making repairs to equipment.

of the Pacific

can now be pulled in one day.

Once removed, the scope is driven to the shop by a "periscope carrier." Because of its heavy workload, and the increased size and weight of new type periscopes, the Repair Department recently designed and built a special truck capable of carrying three periscopes.

Other shops and working trades are involved in periscope repair and overhaul. The highly skilled crane operators and riggers are always involved with periscope replacement and are a vital key in the success story of effective periscope care and maintenance. The skilled machinist likewise is involved in many repair and modification requests. The leading opticalman, however, is always the "job foreman."

Two qualified opticalmen and one trainee spend an average of 300 hours on each periscope. The periscope and its accessories include hundreds of pieces to be inspected and cared for.

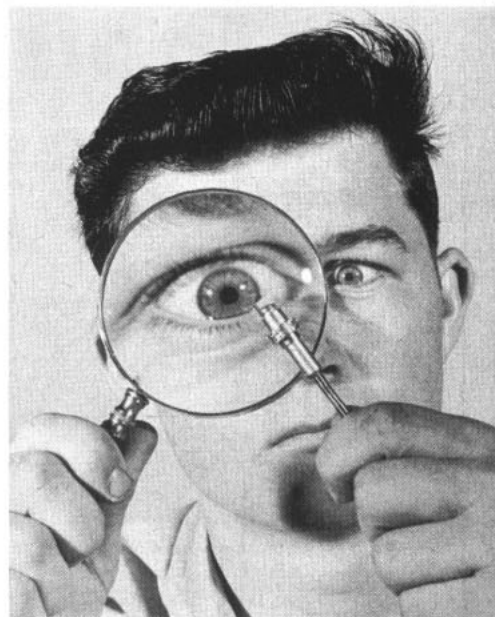
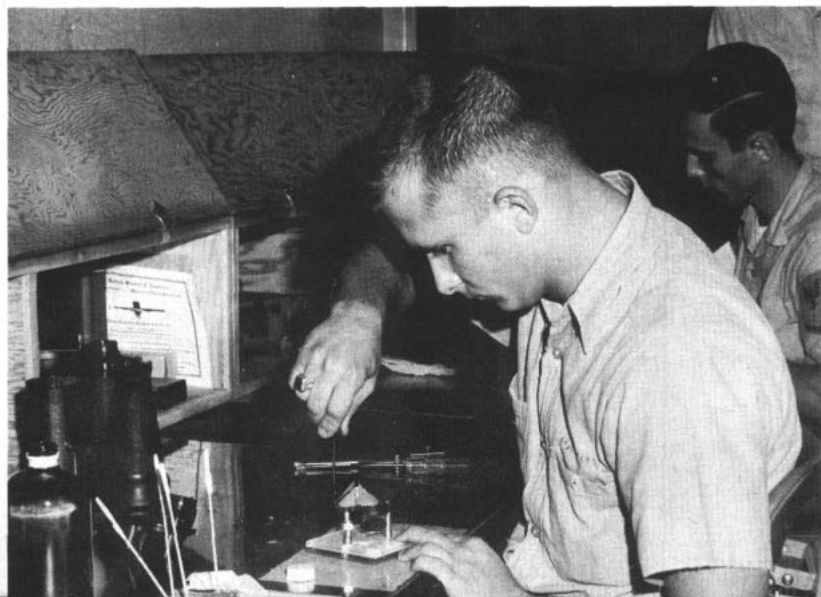
Opticalmen are among the most highly trained technicians in the Navy. A man must first be a machinist before entering the rate. He is above average in intelligence, and his Navy schooling in the various fields of optics during his career may total 45 months. He may attend electrical, machine, navigational equipment and special schools related to special devices.

After school a man must have two to three years of experience under

supervision before he becomes qualified to work alone with periscopes.

In addition to periscope repairs the Submarine Base Optical Shop repairs hundreds of binoculars, sextants, octants, range-finders, telescopes and optical sighting equipments yearly. The boresighting of certain elements of the *Regulus* missile system is a vital function of the Periscope Shop. The percentage of successful *Regulus* launchings took a sharp increase as a result of the special sighting scope designed and produced by Master Chief Machinery Repairman Lewis J. Van Heusen of the Special Projects Office in Submarine Base Repair and Chief Opticalman Manning. During the past

PERISCOPES NOT ALL—Optical work such as squaring the delicate prism on a pair of submarine binoculars is a function of the Periscope Shop.



POP-EYE—Delicate periscope camera connector is inspected in the busy Pearl Harbor Periscope Shop.

year, three other important periscope improvements originated by Submarine Base personnel have been approved and accepted by the Bureau of Ships.

New developments such as the new Type 11 periscope, which is a part of the Ship's Inertial Navigation System, and star-tracking equipment require expansion and improvement.

An \$86,000 renovation of the Periscope Shop started last month and, when completed, will include a new 75-foot tower and a dust-free second-story work area. Meanwhile, it will be "business as usual" for the Eye Doctors of the Pacific.

— Ernest Filtz, JO3, USN.

Porpoise with a Purpose

A FROLIC SOME three-year-old porpoise being studied by the U.S. Naval Ordnance Test Station, China Lake, Calif., may revolutionize the design of underwater weapons.

The Navy wants to know how the porpoise is capable of swimming efficiently at great speeds with little drag or disturbance, how it can apparently transmit and receive sounds over a distance of several miles, and why it can withstand deep ocean pressures beyond the known physiological limits of other mammals.

The animal is six feet long and weighs 180 pounds. She has been named "Notty," taken from first letters of Naval Ordnance Test Center. Notty was first introduced to ALL HANDS readers in the September 1960 issue (page 10).

Notty can descend to 1000-foot

NOTTY BY NICE—Scientists at Naval Ordnance Test Station, China Lake, Calif., are studying underwater feats of a friendly porpoise named Notty.

depths and absorb enough oxygen to remain there for a long period of time. Scientists say an explanation of this may lead to the development of techniques enabling divers to work deeper, and men to escape submarines without long periods of decompression.

One theory of Notty's speed is her use of a boundary layer control to reduce drag. The skin is nearly bloodless at her forward end where a smooth water-flow exists. Toward the tail, where turbulence and drag normally build up, Notty has a progressively increasing number of vessels supplying blood to the skin area. Scientists say this greater vascular circulation aft could produce a smoother flow by decreasing water turbulence through heat transfer or skin mobility.

Although porpoises swimming at speeds of 25 to 30 knots have been reported by ship captains, China Lake scientists have failed to substantiate this speed with Notty. They suspect she has failed to reach 25 knots because of temperament.

The porpoise observers also believe that Notty has a greater sound range than Navy antisubmarine defense equipment, and can therefore contribute to submarine detection techniques.

Her sound components range from 750 to 300,000 cycles, a much broader range than that enjoyed by humans. It is believed Notty transmits some of her noise through a blow-hole similar to a whale's. Sounds are also emitted from the larynx and other internal organs.

High-speed tape recordings of Notty's sounds have been made above and below water. Another research technique utilizes high speed photographs of her sound track as it appears on an oscillograph screen.

Research has indicated that porpoises even have a language of their own. For instance, a baby porpoise will emit a certain type of sound when confused that will bring its mother quickly to its aid. An injured porpoise always seems able to call for help.

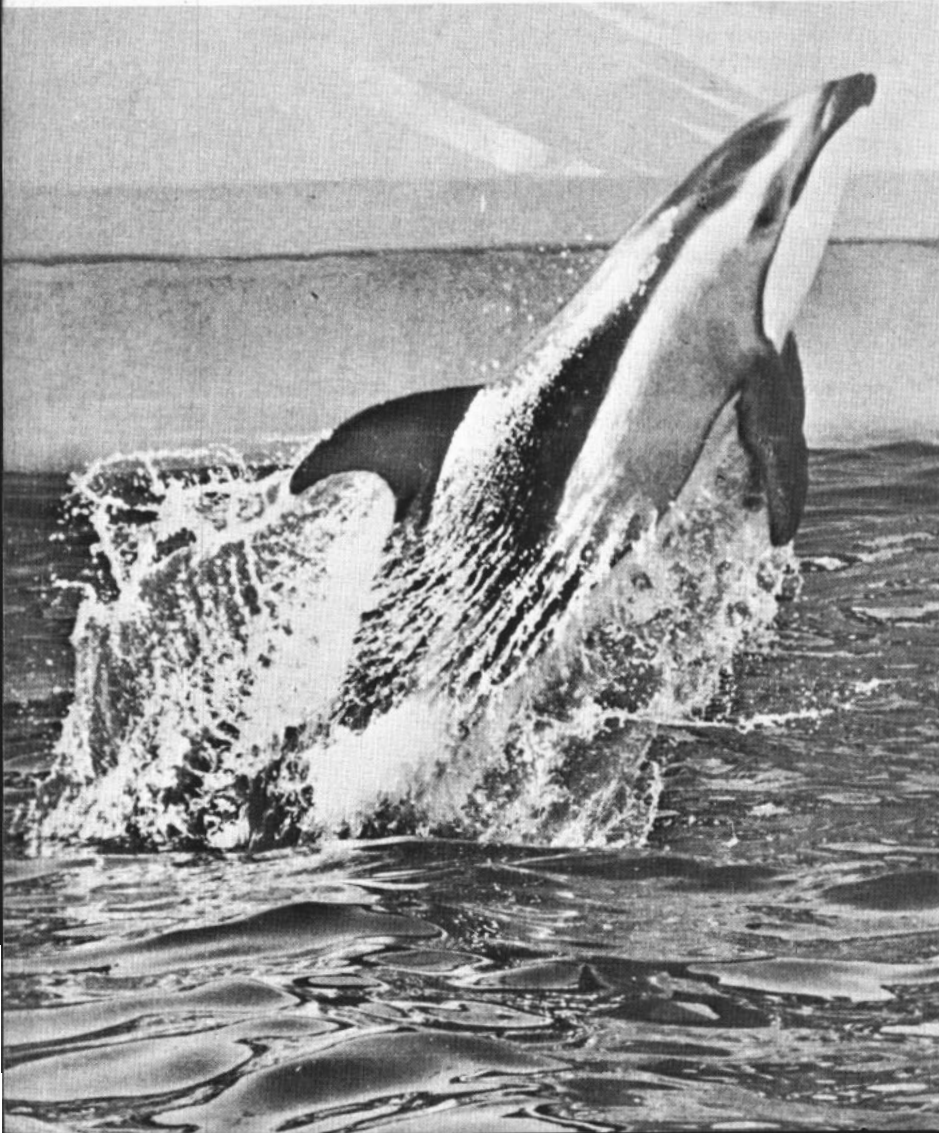
Notty can navigate, while blindfolded, by sending out and receiving sounds as they bounce back in echo form, as is done with sonar.

Other observations have indicated that Notty is capable of delivering 10 times as much horsepower per pound of muscle as other mammals. The China Lake scientists are trying to determine whether or not this high power actually does exist, and if so, what physiological differences are responsible for it.

Notty's heat transference has been recorded on photos by a method which can determine temperature changes as minute as 1/200th of a degree.

She has been trained to wear plastic rings and rubber suction cups, can swim through hoops and around obstacles, and can dash off at full speed or make a crash stop. She can propel herself 15 feet into the air.

Studies of propulsion and drag are made by using the plastic rings for drag characteristics. Notty makes the ring adjustments herself.





SAD EYES—A Weddell seal comes up for air. *Rt.*: Skua sitting on egg with newly hatched young, screams a warning.

Our Antarctic Neighbors

ALTHOUGH THE ROLL CALL of birds, fish and animals in remote Antarctica is short, the penguin at least has been so publicized that it has become a recognized symbol of this frozen continent.

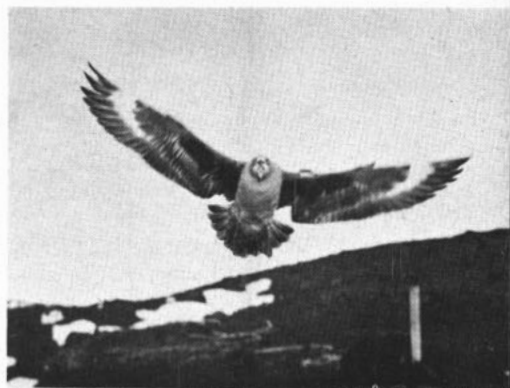
The best known varieties are the Emperor and Adelie (see *ALL HANDS*, December 1960, p. 59). The Emperor, which stands about four feet tall, is so haughty that he struts around without paying much attention to anything. The Adelies, the clowns of the area, frolic in the water and seem interested in almost everything man does. They grow to a height of about 14 inches.

More common around McMurdo than the penguins are the vicious skuas and the Weddell seals. The skua is a gull-like bird that preys primarily on nesting penguins and their young. This noisy bird has little fear of man and will attack on the slightest provocation.

The Weddell seal often suns itself on the Ross Sea ice which fronts the Navy air and sea port. A favorite visit by U.S. Navymen is to New Zealand's Scott Base where mother seals and their pups are abundant.

A few tiny mites and insects just about complete the list of land-based fauna. However, the Antarctic seas are much more thickly inhabited. Scientists say that one acre of Antarctic sea water contains more food and life than any similar acre of land or water anywhere on earth. Most of the life ashore is dependent on this abundance of fish, shrimp, and plankton. Plankton, a form of sea life, is so small that it cannot be seen by the naked eye, but it is so abundant that it often stains the ice green.

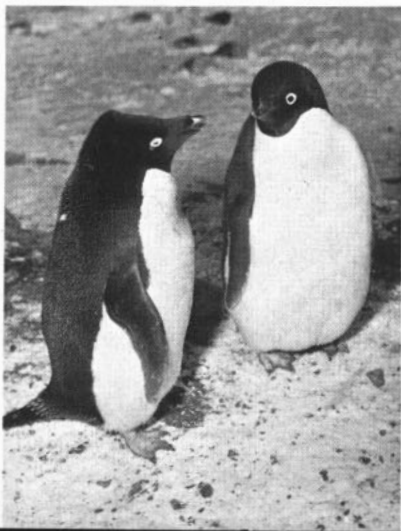
The biggest creature in the area is the blue whale, a warm blooded animal which sometimes grows to a length of 90 feet and weighs as much as 150 tons. Its smaller cousin, an Antarctic dolphin known as the killer whale, is one of the most fearful beasts in the world. It hunts in packs and will even attack its huge blue relative. When killer whales see a seal, bird, or other possible meal on the ice, they will dive deep, and surface with such force that they can break three feet of ice to throw their prey into the water. They are the villains of the Antarctic.

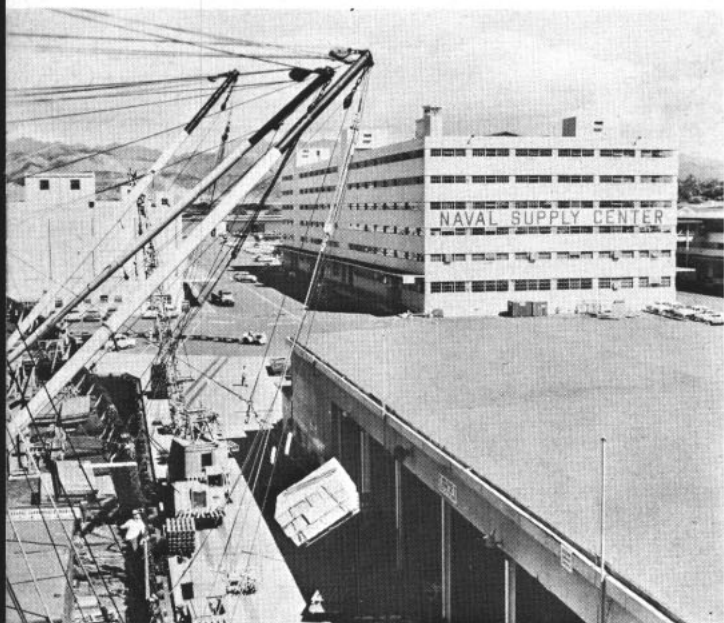


ANGRY skua dives at photographer. Below: A killer whale cruises past.

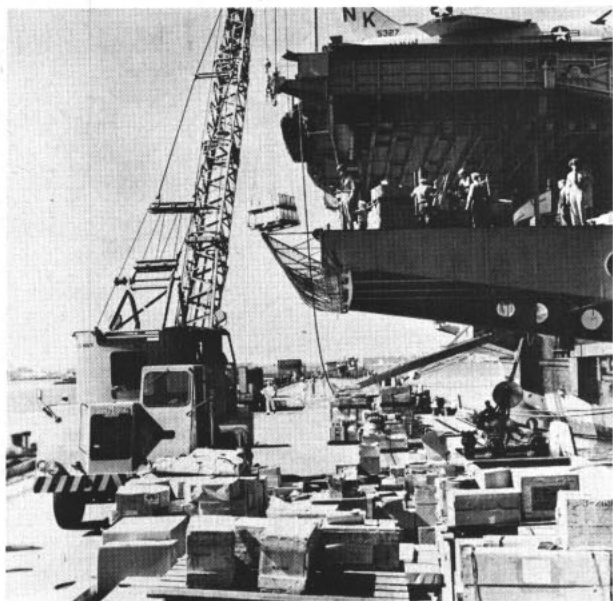


FORMAL AFFAIR—Adelie penguins (left) and the larger Emperor (right) are the best known of Antarctic wildlife.

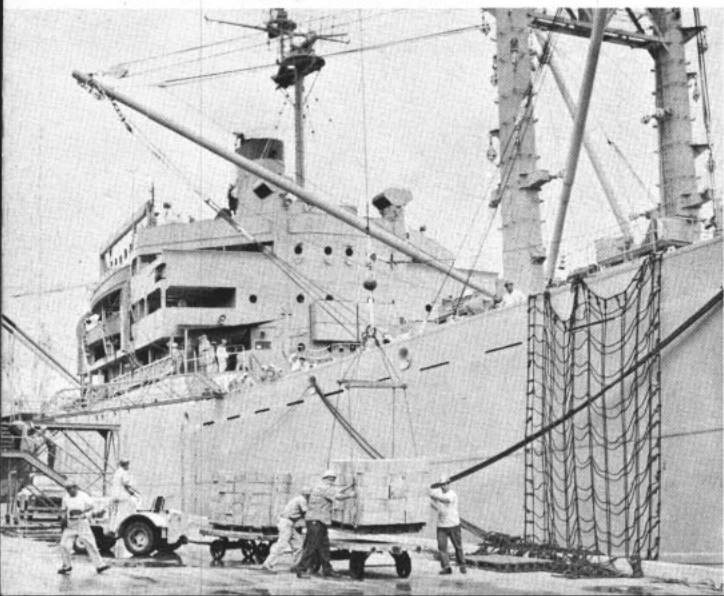




SAIL IN SERVICE—Piers at Pearl NSC are busy places.



BIG JOB—Supply Center services 1200 ships a year.



HOLD AND UP—Pearl supply workers off-load a ship.

This Is Pearl's

THE NAVAL SUPPLY CENTER at Pearl Harbor, Hawaii, can best be described as the General Store of the Pacific Fleet.

It supplies the Navy's mobile force in the Pacific with everything from paper clips to bulldozers and anchors to black oil. Today the Naval Supply Center, Pearl Harbor, is the largest merchandising unit in the Hawaiian Islands.

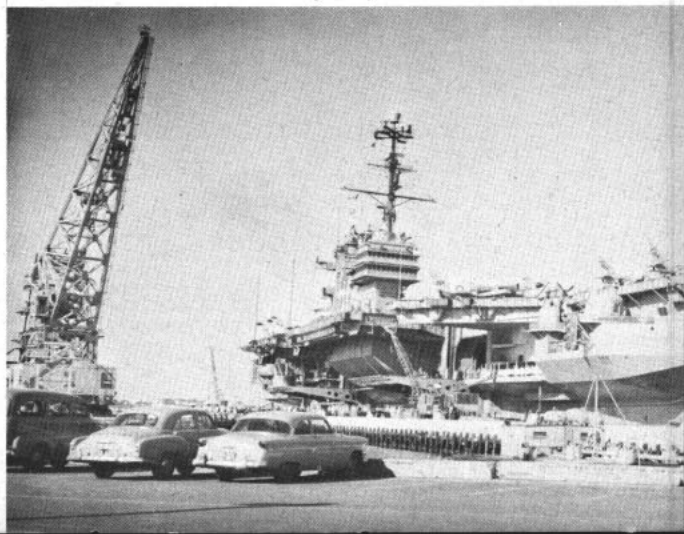
For example, it supplies the Fleet and overseas activities with almost every need, except aviation and photographic material, major shipboard electronics gear, ordnance equipment and certain shipyard items.

To fulfill its supply mission, NSC has seven separate storage areas, which cover 718 acres in and near Pearl Harbor. In the Supply Center's complex are over 400 covered buildings of various types including 82 warehouses, 12 open storage areas and two cold storage plants. One of the storage plants is a four-story structure which is the largest of its kind in the Hawaiian Islands.

The supply center has 3.1 million gross square feet of covered storage space with an additional 1.3 million gross square feet of open storage area. In addition, it can store some 7,000,000 barrels of fuel.

The NSC fuel story is best told, however, through

BIG CUSTOMER—uss *Ranger* pulls in for services.





DRIVE OUT—Vehicles drive off LST on to pier at NSC.

Variety Store

its underground Red Hill facility. It cost over \$42 million to build, and took some four years to complete. The individual tank capacity at Red Hill is about 300,000 barrels. Each tank is 100 feet in diameter and 257 feet high.

Red Hill accounts for about 86 per cent of NSC's more than seven million barrel fuel capacity.

Ships are generally refueled at the center's POL pier. The pier is 1336 feet long and can berth four Fleet oilers at the same time.

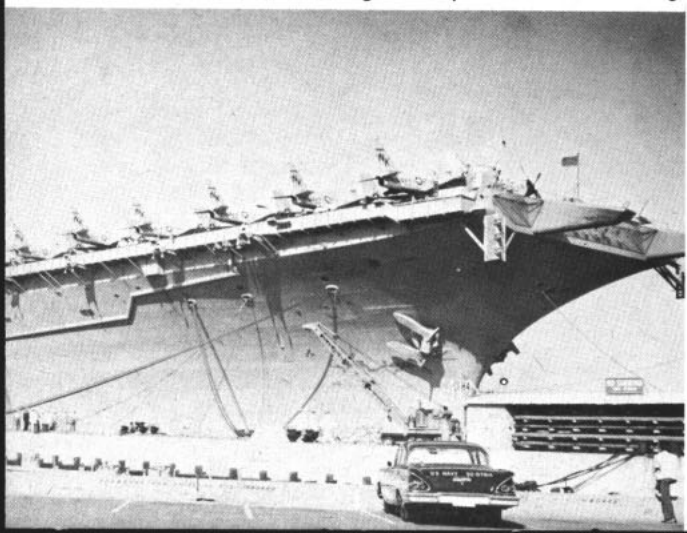
Just how well NSC discharges its mission is a matter of record:

- The Center carries slightly over 223,000 items; valued at more than \$86 million.
- Over 72,000 issues are made each month. This averages about 863,000 issues per year.
- Measurement tons of cargo handled each year amount to 518,000.

In addition to its regular responsibility to the Fleet, the Naval Supply Center performs accounting and payroll functions for over 30 naval activities in the Pearl Harbor area. It also acts as a surplus disposal and purchasing agent for these same activities.

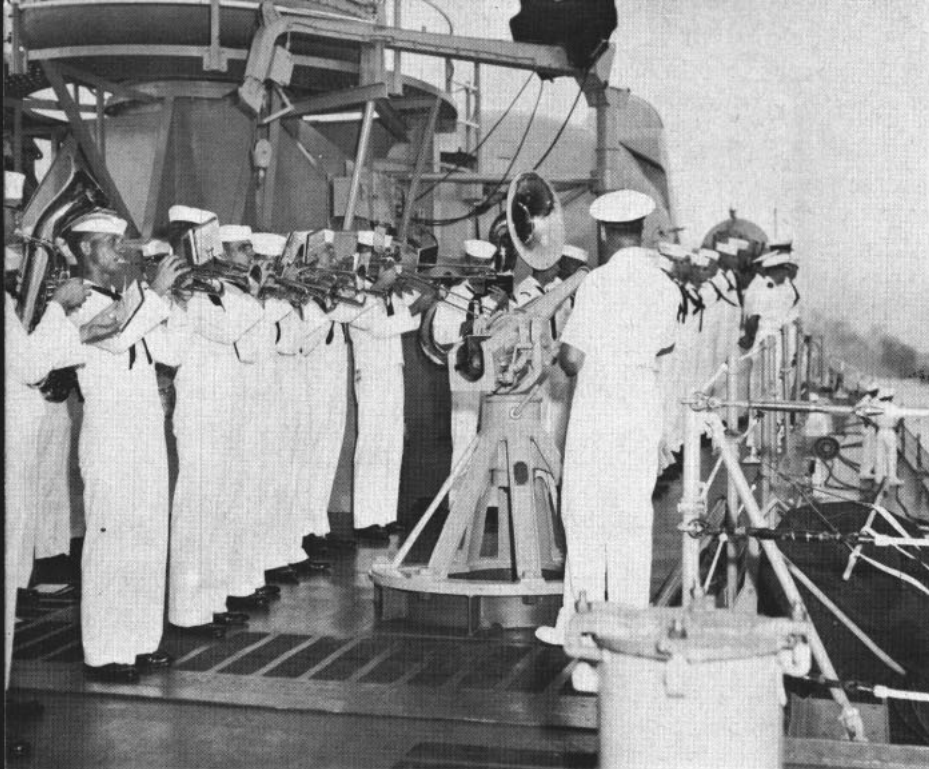
NSC Pearl lives by one simple motto, "Service—Any Time, Every Time."

LONG STORY—NSC's huge POL pier is 1336 ft. long.



DAY AND NIGHT—Cargo is loaded aboard transport. Below: Night refueling of ship takes place at POL pier.





WITH MUSIC—Navy unit band plays on deck as *uss John S. McCain* (DL 3) enters the harbor at Calcutta, India.

← unofficial musicians—the only requirement is plenty of ambition and some talent. A destroyer crew crossing the equator is as proud of its sharp three-man band as the sailors in a larger ship are of their 17-piece official Navy unit band. Furthermore, many unofficial bands are well organized and rehearsed, and are often called upon to entertain publicly.

THE TWO BIGGEST obstacles in the way of organizing unofficial bands are a lack of competent leaders and instruments. *uss Tarawa* (CVS 40) came up with instruments after diligent searching, and her bandmaster was found among the messcooks.

Seafaring Virtuosos

"YOU SURE MAKE that sax sound good, Mac. You a professional musician?"

"Nope. I'm a bosun's mate."

Sound familiar? It should. As many as 10 per cent of all Navy men are after-hours musical hobbyists.

Their instruments are as varied as their rates and ranks, and their audiences are as different as their duty stations. But they all have two things in common: the Navy—and music.

Full-time MUs perform with or-

ganized bands aboard large ships and at shore stations. But the ships and stations that do not rate a Navy unit band have to come up with their own. That's where "Boats" and his sax come in.

Let's take a closer look at these seafaring virtuosos.

The unofficial Navy showman is usually a musician who plays after working hours for his own enjoyment or to entertain his shipmates. Any Navyman can be one of these

It took less than three months for director G. A. Madrigale, SN, to mold a 26-piece organization that was soon an official part of the ship's functions.

The *Tarawa* band also included musicians from air squadrons VS 39 and HS 9, and detachments of VAW 12 and HU 2.

Another unofficial band, this one aboard *uss Essex* (CVS 9), exemplifies the good will that can be promoted by musicians. A short time ago, the U. S. Information Service arranged for the Navy group to appear at a concert in Toumba, Greece. The band featured jazz, ballads, Latin-American numbers, vocals, the cha-cha, and even an exhibition of Indian tribal dances. The Grecian audience still recalls the "great U. S. Navy band."

The *Essex* musicians have given similar performances in Italy, Lebanon and Spain. All volunteers, the bandsmen practice at lunchtime and after working hours. A majority vote of the band decides when and where it will perform.

WHEN ASKED WHAT REWARDS the band receives for giving up liberties in order to practice, a spokesman for the group (a signalman) replied, "The only reward we get is the satisfaction of a warm re-

ON STAGE—Combo from *uss Hancock* (CVA 19) gets set for Honolulu TV show.



ALL HANDS

ception. We like music, and people like our sounds."

The bulkheads of *uss Independence* (CVA 62) also echo the strains of unofficial music. Her eight-man band, called the *Airdales*, consistently attracts capacity crowds during evening jam sessions in the crew's mess hall. When the audience of hand-clapping sailors begins to overflow, the musicians move their rock 'n roll to an approved area of the carrier's hangar bays. Replete with comedy routines and character sketches, the seagoing entertainers produce a rapid-fire show. They are credited with keeping their shipmates smiling and relieved of the tension of hard work and long periods at sea.

Far beyond the hangar bays, however, Europe's bandstanders listen to the *Airdales*. While in Athens recently, the *Independence* band cut a record that made a hit not only with Navymen but also the local populace. In Italy, they made two more records—one an album of twelve tunes. It went over big with Italian teenagers.

The *Airdales* also boast a backlog of musical successes stateside. They have appeared on television in Miami, Washington, D. C., and Philadelphia.

HOW DO THESE UNOFFICIAL musicians get their instruments? Does the Navy provide them or help buy them?

The Chief of Naval Personnel receives many requests each year from unofficial ship and station bands that need musical instruments. The Navy is not authorized to appropriate funds to buy instruments for unofficial bands, but can occasionally obtain used instruments listed in DOD excess personal property records.

The Bureau tries to distribute these instruments to unofficial groups on a no-cost basis, but before organizing a band, you should realize that instruments available on the excess property listings are few and far between.

Unofficial bands must usually obtain their instruments through welfare and recreation funds or at the musicians' personal expense. (Requests for used instruments made available by DOD should be sent via official channels to the Chief of Naval Personnel (Pers G16). Your command will then be notified if instruments are available.)



FULL 'HOUSE'—Sixth Fleet Band pulls a big crowd playing in a Spanish city.

BUT NOT ALL unofficial musicians are instrumentalists. Many vocal groups have won wide acclaim. The 80-man Bluejacket Choir at USNTC Great Lakes, for example, has been prominent as a vocal group for more than 20 years.

The choir was organized in 1940 (all members were recruits), and entertained in the Chicago area during World War II. At the end of the war the group was disbanded, but it was again organized at the outbreak

of the Korean conflict. The Bluejackets Choir now consists of not only recruits, but of service school students and ship's company personnel as well.

The singing sailors gained fame through radio and television, and on the road by participating in the annual Sugar Bowl activities in New Orleans. Its director says the choir has an alumni of more than 10,000 Navymen.

Another vocal group—this one of-

SING, SING—Volunteer chorus of *uss Helena* (CA 75) has been a big hit.





DO IT YOURSELF band of *uss Tarawa* (CVS 40) stands by for ceremony and (rt.) holds rehearsal on carrier's elevator.

ficial—is the U. S. Navy Band's *Sea Chanters*. Organized in 1956 from students at the U. S. Naval School of Music, the *Sea Chanters* were to make one appearance at a banquet given annually for nationally prominent business, political and military leaders. Their performance was a ringing success, and after many repeat appearances it was decided that the *Chanters* would be a valuable choral counterpart to the Navy Band.

Since 1956, the *Sea Chanters* have been received with tremendous acclaim. They have appeared in command performances for the President, Vice President, members of

Congress, the Supreme Court, and visiting dignitaries of the highest eminence. Via nationwide TV and weekly coast-to-coast radio broadcasts (The Navy Hour), the *Sea Chanters* reach millions of fans.

ALTHOUGH MUSIC in the Navy goes back a long way (the frigate *Brandywine* signed on a musician in 1825; paid him \$10 a month), it wasn't until 1935 that the Navy School of Music was established in Washington, D. C., to provide official musicians for the Fleet. Today there are more than 1500 Navy School-trained sailors who make music for Americans and friends of

America everywhere they play.

These "organized" musicians, the MUs of ship and station bands, are full-time musical specialists. They have been well trained in their specialty, thanks to the School of Music.

They attend the School's 26-week basic musical course after boot camp, and are then assigned to full-time duty with one of 47 unit bands. Or, if there's an opening, any MU can try for the 133-piece U. S. Navy Band, also stationed in Washington, or the 85-piece U. S. Naval Academy Band at Annapolis, Md.

The 17-piece COMPHIBLANT group is a typical official Navy unit band. Stationed at the Naval Amphibious Base in Norfolk, it has a distinct style whether playing for formal military functions or at a Saturday night dance. Its appeal to the public was particularly obvious during "Operation Inland Seas," celebrating the opening of the new St. Lawrence Seaway into the Great Lakes, in the summer of 1959. Visiting principal inland U. S. port cities, the band attracted record crowds during public concerts.

Last November the PHIBLANT Band was given a trophy by the City of Norfolk as the best competing band in the city's Veterans Day Parade. The group also performs at the annual United Fund Football Festival, formerly known as the Red Feather Bowl.

ANOTHER OFFICIAL BAND—this one well known in the Pacific area—is the CINCPACFLT unit of Pearl Harbor. The band is often heard in sports and military circles throughout the Pacific, but doesn't limit itself to basketball games and parades.

LET'S DANCE—Navy homegrown bands add musical touch to festivities.



Frequently the band, under the direction of Chief Warrant Officer (Bandmaster) John H. Norris, USN, tours schools in Hawaii with a program of swing and Dixieland that never fails to bring roars of approval from young audiences.

The CINCPACFLT Band is also well known in Australia as a result of last year's Coral Sea celebration. Chief Bandmaster Norris had his group booked solidly for radio, TV and public concerts throughout the visit.

Entertaining a hard-to-please audience is a daily occurrence for Navy MUs, but they'll all tell you it's not routine. Each show is carefully rehearsed, with a special emphasis placed on tunes "keyed" to the listener.

TWO IMPORTANT FACTORS credited with contributing to the success of official bands are esprit de corps—since high or low morale will be reflected in the music produced—and teamwork—since each band is marked by its own style and must work together to bring new men into harmony.

All Navy unit bands are responsible for providing high-grade listening entertainment for both military personnel and the public as a morale booster and public relations medium.

It takes money to keep official Navy bands going, but anyone who has heard one says it's worth it. The entertainment Navy musicians provide at sea and for civilian audi-



OFFICER AND ENLISTED, Navymen and Marines with a variety of shipboard jobs make up dance band of *uss Cambria* (APA 36) when crew swings out.

ences abroad is the result of a special dedication to music.

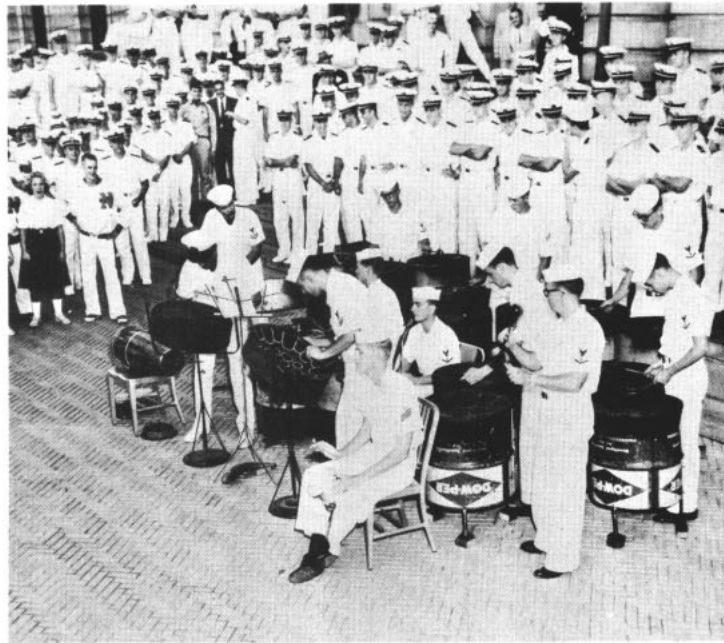
Many of these dedicated MUs got started as musicians while serving in another rating. As part-time members of unofficial bands they applied for a full-time job in the Navy's official music program.

However, men who haven't played with unofficial groups, but have had musical training and experience before joining the Navy, have been enrolled in the School of Music.

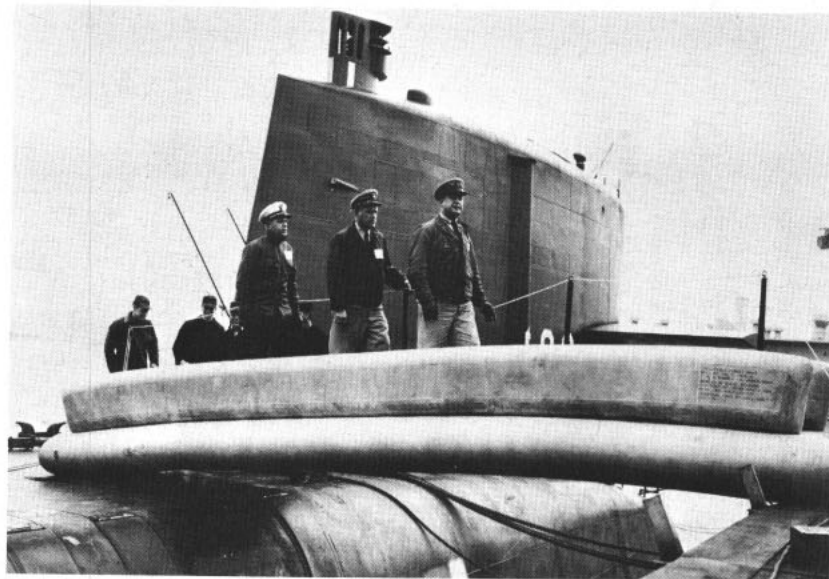
The program is open to all male enlisted personnel except petty officers in certain critical ratings. Successful completion of the School's course leads to advancements in the MU rate and assignment to an official unit band. The method for applying for the Naval School of Music, and information regarding the Navy music program, can be found in BuPers Inst. 1336.2C or the latest directives on the subject.

—D. C. Kasperick, JO1, USN

BAND OF *uss Franklin D. Roosevelt* (CVA 42) plays at dance. Rt: Tenth ND Steel Band performs for Midshipmen.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



CHIEF TESTER—'Chief of the boat' leads first crossing of new inflatable brow of the nuclear-powered submarine USS *Theodore Roosevelt* SSB(N) 600.

Walking on Air

Crew members of the nuclear-powered submarine *Theodore Roosevelt*, SSB(N) 600, literally are walking on air every time they board ship.

That's because the ship, based at Mare Island Naval Shipyard, Vallejo, Calif., has a new brow ("gangplank" to landlubbers) made of inflatable rubberized fabric which eliminates the shake, rattle and roll associated with conventional metal planks.

The brow, which will support 1500 pounds, is made of the inflatable material with which 30 new bunks were fitted for the Navy's nuclear submarine fleet several months ago.

The new brow minimizes storage

problems because it can be quickly deflated and easily rolled up between uses. When *Theodore Roosevelt* reaches port, the brow is moved on deck, unrolled and inflated with compressed air. One end is tossed to the pier and the other is secured to the ship.

The 23-foot gangplank is arched and has a two-foot walkway. The arch is maintained by upright beams, also inflatable, which serve as sides for the brow.

Corrugated rubber matting cemented to the floor provides a non-skid surface. The assembly is completed by a handrail of nylon cord supported by metal posts coated with neoprene rubber to make them rattle-proof when stored.

Flying on Hot Air

About 200 years ago, Joseph and Jacques Montgolfier built a beautifully decorated device resembling a partially inflated mushroom, and started a fire under it. The mushroom floated aloft trailing after it a small cage of assorted livestock.

Louis XVI was so impressed by the Montgolfiers' achievement that he decorated Jacques, pensioned Joseph and raised their dad to the nobility.

The Office of Naval Research is hoping to put the Montgolfiers' idea to modern use. It has contracted for research on a hot air balloon system. Ultimately, Navy scientists envision a balloon which might even be used in military construction, transport and supply operations. A three-million-cubic-foot balloon, they say, should lift from 15 to 20 tons.

The Navy has, of course, improved on the original idea. A large burner on the ground provides the initial supply of hot air and a portable burner, fed from propane gas tanks, is carried aloft inside the mouth of the balloon. The higher the burner burns, the higher the balloon soars. Lowering the flame brings it down. In order to keep the whole thing from going up in smoke, the lower part of the balloon is made of fire-proof glass cloth.

A recent manned flight took the balloon up to a height of 9,000 feet in nine minutes. The test pilot, who rode in a swing seat with a backrest and his feet on a trapeze bar, thought he could have taken it up to 20,000 feet.

When he descended, he dropped at a rate of 900 feet per minute and was able to stop within 300 feet after turning up his burner.

The balloon now being used is made of nylon with the same type of plastic laminate used in Echo I. It is about 40 feet in diameter and measures 27,000 cubic feet. It is reusable and, best of all from the taxpayer's standpoint, is inexpensive to operate. Only \$1.00 per hour.

Research is still in the early stages, but it looks like Joseph and Jacques started something besides a bonfire under a mushroom.

YESTERDAY'S NAVY



On 6 Apr 1909 RADM Robert E. Peary reached the North Pole. On 14 Apr 1842 a law was passed authorizing a contract for construction of a shot-and-shell-proof iron war steamer. On 18 Apr 1942 USS *Hornet* (CVS 12) launched 16 Army B-25s on the first World War II air raid over Japan. On 21 Apr 1898 Congress declared war on Spain. On 23 Apr 1778 CAPT John Paul Jones led a raid on British shipping in the port of Whitehaven, England. On 30 Apr 1798 the Navy Department was established at the seat of government under first Secretary of Navy, Benjamin Stoddert.

PacFlt Frigates Doubled

The number of modern guided missile frigates in service with the U. S. Pacific Fleet doubled early this year when *uss King* (DLG 10) and *Mahan* (DLG 11) reported for duty with COMCRUDESPEC.

uss Preble (DLG 15) was the first of the new type of frigates to be assigned to the Pacific last August. She was followed by *uss Coontz* (DLG 9) a month later.

All four missile frigates are designed to provide the speed, endurance and sea-keeping qualities required to operate with modern carrier task forces. The ships are equipped with twin launchers for *Terrier* surface-to-air missiles, *Asroc* and MK 32 torpedo tubes for anti-submarine weapons, one 5-inch/54 and two twin 3-inch gun batteries.

The four frigates are homeported in San Diego, Calif.

Seaplane Haven

Three times in five months the Seventh Fleet seaplane tender *uss Pine Island* (AV 12) has been a roving Johnny-on-the-spot in an emergency. When three seaplanes on three different occasions ran into trouble she was there to fish the disabled aircraft from the drink, and provide the repairs necessary to put them back into operating condition.

Pine Island served both as flagship for Commander U. S. Taiwan Patrol Force, and as a mobile support base for long-range reconnaissance and antisubmarine seaplanes for eight months before her return to San Diego, Calif., in February. She provided deployed seaplane patrol squadrons with all of the facilities of a land base, with the added advantage of much greater flexibility in respect to areas of operation.



SINGLE-SEATER — Navy's 'Hot Air Balloon' completes 9000-foot, two-hour test flight over the Stratobowl Balloon Launching Site, Rapid City, S.D.

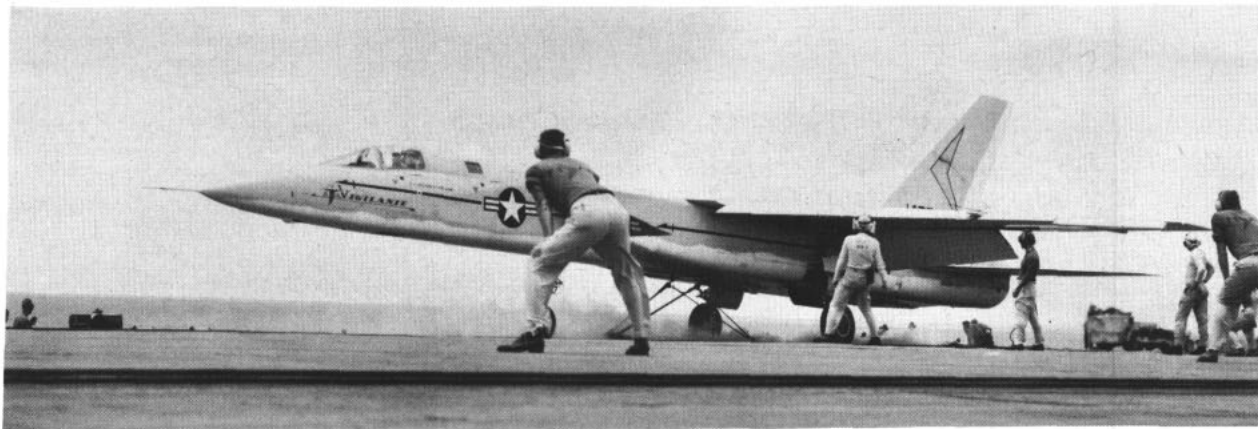
Overseas, the veteran tender operated out of Buckner Bay, Okinawa, but one rescue mission took her a long way from home—to Tourane Bay in South Vietnam.

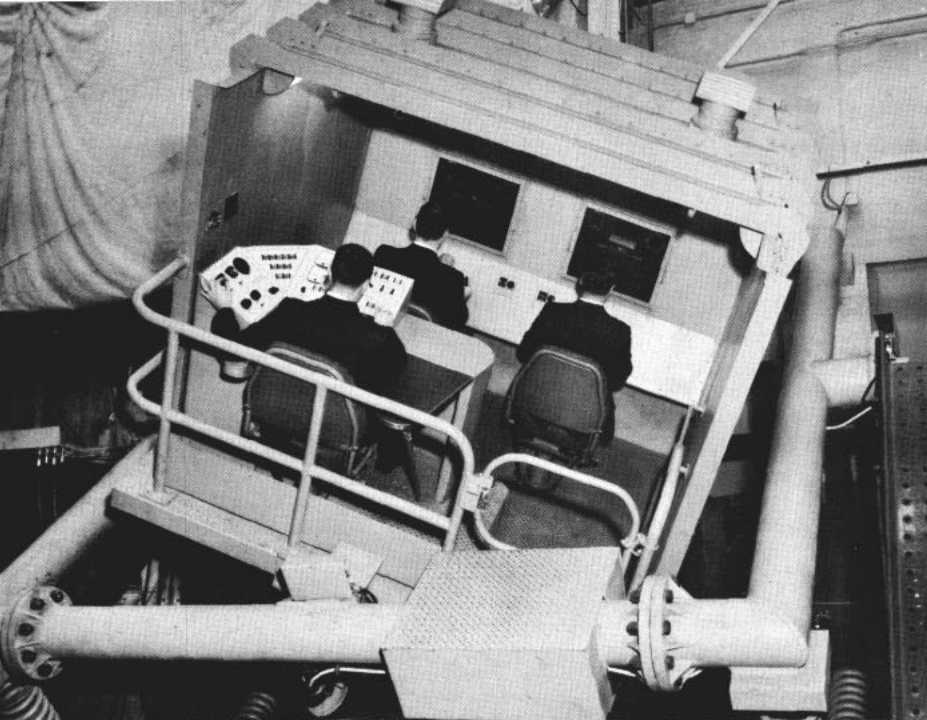
Pine Island had only just returned to Buckner Bay from a 16-day cruise to the Philippines when she got the word that a VP-40 seaplane which had been making a patrol flight from Sangley Point, P.I., had been obliged to make an emergency landing in Tourane Bay. *Pine Island* steamed some 1300 miles through extremely heavy weather to reach Tourane Bay, and less than two hours after arrival there had hoisted the damaged plane aboard and begun the return trip to Okinawa. She carries extensive stocks of spare engines

and parts, and by the time she reached Buckner Bay, her skilled technicians had the patrol plane all but fit to fly again.

Her two other emergency rescue and repair missions kept *Pine Island* closer to her own backyard. One, in fact, occurred almost in her lap. A taxiing seaplane ran aground on a reef just across Buckner Bay from her, ripping several large gashes in its hull. *Pine Island* crash boats rushed to the scene with stop-gap pumping equipment, managing to keep the craft afloat until it could be hoisted aboard the tender for repairs. A little later she steamed around to Korea's east coast to take aboard a P5M which had been forced down by engine trouble.

ON YOUR MARK—Navy A3J *Vigilante* sits poised for launching from steam catapult of *uss Saratoga* (CVA 60).





MAKE BELIEVE—Engineers check high-speed atomic submarine simulator which recreates underwater action associated with ship control of new subs.

Twice the Speed of Sound

A sleek weapons system designed to fly at speeds in excess of Mach 2 (twice the speed of sound) is scheduled to join the Fleet late this year. The A3J *Vigilante*, a high-altitude, all-weather attack bomber, will bolster the Navy's air arm with a capability of delivering either a nuclear or conventional punch.

During its first carrier demonstration aboard *uss Saratoga* (CVA 60) off Mayport, Fla., last summer, the A3J was tested by pilots from the Naval Air Test Center at Patuxent River, Md. The *Vigilante* made 15 successful catapult launches and 14 arrested landings. The pilots also made touch-and-go landings, and the plane was given general carrier suitability checkouts.

A unique feature of the *Vigilante* is its rearward bomb ejection through a linear bomb bay.

Asroc for PacFlt

Asroc, the Navy's newest anti-submarine weapon, has joined the Pacific Fleet. One of the Fleet's newest members—the guided missile frigate *uss Mahan* (DLG 11)—ushered *Asroc* into the PACFLT operational arsenal of firepower recently when she launched one of the combination rocket/torpedoes from her deck.

An integrated system, *Asroc* consists of four major parts—sonar underwater detection gear; a fire-control

computer; a launcher containing eight missiles; and the missiles themselves. It is designed to furnish destroyers with a potent long-range punch in antisubmarine warfare, making it unnecessary to close within a few hundred yards of an enemy sub before launching an attack.

In operation, *Asroc* works something like this. The missile's front half is a torpedo, its rear half a solid-fueled rocket. Once a submarine is detected, *Asroc* can be fired from its deck-mounted launcher, and propelled through the air by its rocket motor to the submarine's general vicinity. There, the rocket boost-

er falls away, and a parachute opens, lowering the torpedo into the water. Then an acoustical homing device in the torpedo's "brain" takes over, guiding the torpedo to its target.

Visit to a French Carrier

A group of crew members from the attack aircraft carrier *uss Saratoga* (CVA 60) enjoyed a three-day busman's holiday recently—a cruise aboard the new French carrier *Clemenceau*. Under a special NATO exchange visit program, the U. S. Navymen—two officers and four whitehats—were returning a similar visit by a group of French sailors aboard *Sara* the previous month.

Clemenceau, first aircraft carrier built entirely by the French navy, is approximately the same size as our *Essex*-class carriers. She features an angled deck and two catapults, has a crew of some 2000, and operates both turbo-prop and jet aircraft.

The *Sara* sailors—LCDR W. J. Childs; LT J. S. McNealy; Senior Chief Aviation Boatswain's Mate M. E. Langley; Aviation Boatswain's Mate first class D. L. Hibdon; Electronics Technician third class R. W. Howard; and Radarman Seaman J. C. Easton—boarded *Clemenceau* at Marseilles, France. Once assigned to quarters, they promptly got in some liberty time with a group of their French counterparts.

Next morning, her six guests safely aboard, *Clemenceau* departed Marseilles for operations along the French coast. Almost immediately the American observers discovered a noticeable difference from their own normal routine. Breakfast in the

ATOMS TO BURN—World's first nuclear-powered flattop, *uss Enterprise*, CVA(N) 65, is moved by tugs to outfitting dock at Newport News Shipyard.



French navy, they found, consists of coffee, bread and jelly—period. The two main meals of the day, however, turned out to be varied and excellent, both in quality and quantity. At both of those meals, wine was always on the menu.

Mess cooking, too, is handled differently by the French. In their navy, a mess cook enlists for that specific job, either as a five-year volunteer or a three-year draftee. It's the same with the other ratings too—men holding rating specialties ranging from boatswain's mate to aviation electronics technician work exclusively within their field.

Morale aboard *Clemenceau* appeared to be very high. Hangar deck soccer is played almost daily, and televiewing is a popular off-duty pastime.

Back aboard *Sara* now, Navymen Childs, McNealy, Langley, Hibdon, Howard and Easton carry with them at least one other lasting impression of their sojourn with the French navy—*Clemenceau's* cleanliness. From engineering spaces to enclosed signal bridge, they recall, she was literally spotless.

To a man, they rate their three-day exchange an enjoyable, and informative, visit.

Sea Copter

More modern helicopters will soon join the Fleet. Also, the Navy has ordered more of the radar portion of the air missile control system for the F4H-1 *Phantom II* aircraft.

The helicopters will be the HSS-2 type which is now in its final phases of trials before delivery. It has been flown at 162 knots and, with its boat-type hull, is able to land and take off from water.

The HSS-2 is designed for a four-hour antisubmarine patrol while carrying both search gear and attack weapons. It will operate from carriers and will be the Navy's first all-weather helicopter.

Battle Data on the Screen

It may not be long until task force commanders can do away with lengthy, time-consuming briefings.

To get a quick picture of their situation, they can turn to a new device called the battle data display console.

Developed for use aboard modern aircraft carriers and missile ships as part of the Navy's Tactical Data System (NTDS), the console flashes on its screen the positions of air-



OLD AND NEW—Navy's display console (foreground) contrasts with slower, less accurate method of plotting planes by grease pencil shown in background.



FLASHY SYSTEM—NTDS developed for use aboard carriers and missile ships flashes positions of airborne, surface, and submarine targets on console.

borne, surface and submarine targets, and centralizes the defensive operation for each combat ship within a task force.

The new system is expected to do much to help eliminate human error and delays which often plague the old grease-pencil-and-chart system, and will provide lightning-fast

battle intelligence at a central point aboard each ship where prompt counteraction can be initiated.

An experimental model demonstrated its effectiveness during tests at the Naval Electronics Laboratory in San Diego. In addition, five ship-board systems have been ordered for testing the new equipment at sea.



NEW FLAG—Indonesian sailors hoist their flag as *uss Menominee* (ATF 73) changes her name to *RI Rakata*.

DD for Colombian Navy

The government of Colombia is stronger by one destroyer. It has been loaned the former *uss Hale* (DD 642) under the Mutual Security Pact.

The ship, now named *ARC* (Armada, Republic of Colombia) *Antioquia* (DD 01), is a 2050-ton *Fletcher*-class destroyer. It was formally transferred to Colombia during a ceremony at the Boston Naval Shipyard early this year.

Launched in 1943, the 376-foot vessel participated in the WW II naval campaigns of the Gilbert Islands, New Guinea, Marianas, Philippines and Okinawa. *Hale* claimed the distinction of being the first DD to bombard the home islands of the Japanese Empire, after she damaged a radar station on Kamaishi, Japan, in July 1945. The ship was active with the Pacific Fleet until she was mothballed in January 1947 at Long Beach.

Recommissioned upon the outbreak of the Korean crisis, *Hale* began operating in the Caribbean and Mediterranean, followed by a round-the-world cruise in 1954. During the Suez crisis in 1956 the ship steamed with the 6th Fleet, and later joined the 7th Fleet for Pacific operations off Formosa. In 1958 the destroyer was ordered to the Atlantic Fleet.

Hale was decommissioned in August 1960 and transferred to Boston to be made ready for the Colombian Navy.

Antioquia and her new 226-man Colombian crew are skippered by Commander Eduardo Wills. A mobile training team of three U.S. officers and 12 POs will be working aboard the ship until it sails for Colombia in May.

Ship for Indonesian Navy

The government of Indonesia received another workhorse for her sea-going forces early this year.

It is the World War II Fleet tug *uss Menominee* (ATF 73), which Indonesia received early this year at the Seattle Naval Supply Center under the Military Assistance Program (MAP).

During the war *Menominee* participated in six Pacific operations and lived up to the saying among Fleet tugmen that their ships are the workhorses of the Navy. She is equipped for light and heavy towing, salvage and diving.

Until recently, the ocean-going tug hadn't seen service since she was taken out of commission in 1946. *Menominee* is the sixth vessel to be transferred to Indonesia under MAP, and is now named *RI Rakata* for an island mountain located in the Sunda Strait between Java and Sumatra.

The Indonesian crew is made up of seven officers and 65 enlisted men.

Real Deep Thinking

Thought, skill and daring are usually the major qualities needed in a Navyman who wants to go down in the record books as being first in something. No doubt John R. Vail, HMC, USN, has all of these qualities.

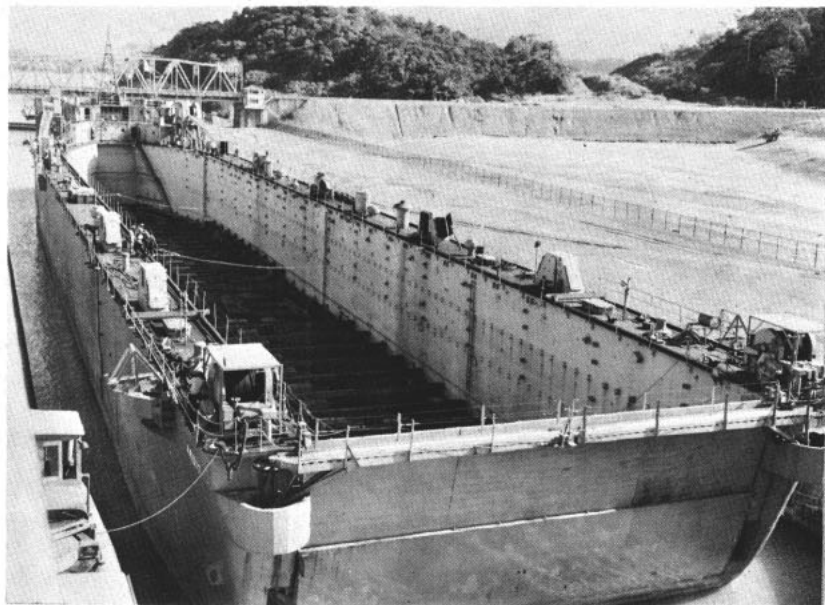
Vail, however, concentrated on his thinking ability early this year and came up with something that had never before been attempted. You could say that Vail thought deeply, because he did.

Vail made a simulated 450-foot dive in a small pressure tank that subjected him to 200 pounds pressure per square inch. The purpose of the operation, conducted at the U. S. Naval Experimental Diving Unit in Washington, D. C., was to test Vail's thinking ability at a 450-foot depth while he inhaled compressed air. Before the tests, scientists believed that 300 feet was the maximum depth a man could reach without oxygen and still keep a clear head.

The results of Vail's test, however, seem to indicate that, in an emergency, a diver or submariner could breathe ordinary air at depths to 450 feet and retain his senses long enough to surface. This knowledge could be used by divers who breathe away their helium-oxygen mixture, or by submariners who should find it necessary to escape from their ship at depths to 450 feet.

Vail was accompanied on the dive by Navy doctor LT William B.

DOCK IN LOCK—Auxiliary floating drydock (ARD 17) eases through Panama Canal on way to join Ecuadorian navy at Rodman Naval Station, Canal Zone.



Wood, USNR. Both men wore oxygen masks inside the tank. Once the air pressure in the tank had been simulated to 450 feet, however, Vail stripped off his breathing apparatus and began to inhale the compressed air in the tank.

He demonstrated his thought power by classifying a tray of blocks and cylinders of assorted sizes into their proper groups. Dr. Wood noted Vail's progress and relayed the results of his tests by intercom.

Tests showed Vail's mind functioned normally for nearly five minutes, much longer than before thought possible at such a depth.

The results of this and other experiments by the Diving Unit will be used in the construction of standard diver's tables for predicting the curve of reason impairment at increasing depths.

The test also provided sidelight evidence on the effect compressed air has on heart and lungs after a switch from oxygen. Vail made the transition without difficulty.

He also felt, and fought off, the brain-racking bliss of progressive nitrogen narcosis, a mental hindrance that often strikes divers subjected to great pressure. It has symptoms similar to those produced by alcoholic intoxication. Vail had to concentrate hard not to laugh.

One problem did come up in the deep thought tests, however. Vail reported that under the influence of compressed air he clearly remembers having trouble remembering.



PARLEZ VOUS—Men of *uss Springfield* (CLG 7) study French in shipboard classes while heading for their new home port at Villefranche in the Med.

Stranger in Port

To crew members of *uss Jenkins* (DDE 447) a shakedown cruise to Seattle is almost considered to be a visit to foreign waters.

Still glistening with a fresh paint job and shiny FRAM (Fleet Rehabilitation and Modernization) gear installed during a Pearl Harbor face-lifting early this year, *Jenkins'* cruise to CONUS was ordered to test her new sonar and drone ASW copter.

The trip, however, was more than

a run-of-the-sea shakedown of new equipment. It was the first time in 10 years the Hawaii-based DDE had visited the U. S. mainland.

Jenkins last steamed through the waters off CONUS in 1951 when she was converted from a destroyer to an escort destroyer at Mare Island Naval Shipyard. She's been busy in the Pacific ever since—and at present operates from Hawaii as a unit of DESFLT Five and as flagship for COMDESDIV 253.

Campaign Underway to Preserve Battleship North Carolina in Native State

A campaign is underway to bring the battleship *North Carolina* back to her native state. Should it prove successful, the giant warship would be preserved as a memorial by the state.

North Carolina is now being held in Bayonne, N. J., but the Navy will give the ship to the state providing it tows her to a Tarheel port, prepares her to receive visitors and maintains her. Otherwise, the ship will be scrapped.

The "uss *North Carolina* Battleship Advisory Committee," the North Carolina Parks Authority, the Department of Conservation and Development and many private citizens have been working to raise the necessary funds before 1 July, the deadline that has been set to determine the ship's fate.

Commissioned in April 1941, *North Carolina* (BB 55) is a 46,770-ton ship (when fully loaded), has a main battery of nine 16-inch/.45 calibre guns; a secondary battery of twenty 5-inch twin dual purpose guns, 24 quadruple 40-mm anti-aircraft mounts. She had a wartime crew of 2,338.

Getting into WW II immediately after Pearl Harbor, the graceful ship left Norfolk, Va., on 4 Jun 1942, immediately after her shakedown trials, for the Pacific. She won 12 engagement stars for participating in the following operations: Guadalcanal-Tulagi landings; Battle of Eastern Solomons; Gilbert Islands operations; Marshall Islands operation; Kwajalein-Majuro atolls; Asiatic-Pacific raids of 1944 on the Marianas, Palau, Truck, Yap, Ulithi,

Woleai, Satawana and Ponape; Western New Guinea and Hollandia operations; Marianas operation; Saipan and the Battle of the Philippine Sea; Leyte operation; Luzon attacks; Luzon operations including supporting attacks on the China Coast, Formosa and Nansei Shoto. Also included are Iwo Jima actions; the Okinawa Gunto operation; and participation in Third Fleet operations against the Japanese mainland.

During her 40 months of duty in the Pacific, *North Carolina* had steamed 307,000 miles and entered 26 different ports. She was damaged in battle twice. One hit was caused by a Japanese submarine's torpedo which made an 80-foot hole in her bow, but her damaged compartments were quickly sealed and she made it safely to Pearl Harbor.

Regional Basketball Champs

Navy roundball teams from such widely separated spots as Pearl Harbor, Puget Sound, and London made big news as the basketball season moved into its waning stages.

At Pearl Harbor, ServPac's defending All-Navy champions, slumbering along through most of the recently-concluded Hawaiian Armed Forces campaign in the wake of SubPac's big, talent-laden Raiders, reacted like old fire horses smelling smoke and came to life with a vengeance when the blue chips went on the line.

Coach Gene McGuire's Packers got heavy scoring and heady all-around play from their pairs of aces—ex-Tulsa U. star John Yates and former Hamline (Minn.) College flash Jack Stromberg—plus some strong rebounding by a big center by the name of (no kidding) General Lee Davis, as they swept undefeated through 14th Naval District elimination play, downing SubPac twice in the process. The tourney's final game was no contest, as the sharp-shooting Packers, converting 29 out of 33 free throw attempts, waltzed to an

easy 75-57 triumph over the foul-plagued, and out-gunned Submariners. Six-five forward Yates and six-three guard Stromberg, led the way with 24 and 23 counters, respectively.

Subsequent Western Pacific competition saw Guam, the lone other entrant, fall before the tall Packers' onslaughts in straight sets, 101-55 and 85-54. As WestPac Region champs, and made even more potent through augmentation, the Packers thus qualified as host team for this year's All-Navy meet, which was scheduled for early March at Pearl Harbor's Bloch Arena. (All-Navy tournament results, plus accounts of further inter-service and AAU play, will appear in the May issue of ALL HANDS.)

On the other side of the world, meanwhile, the U. K. Trotters, representing Headquarters, Commander in Chief, U. S. Naval Forces, Europe, had spread-eagled all local opposition in and around London by late February—winning 15 out of 16 games—and were also looking for bigger fields to conquer. They fig-

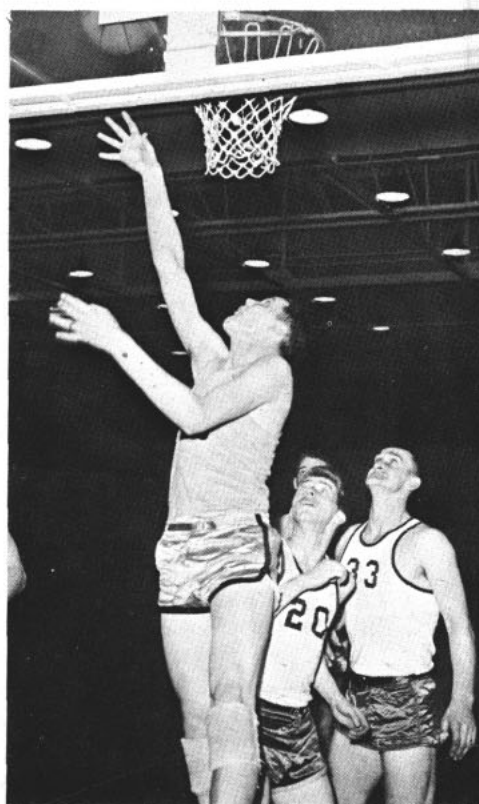
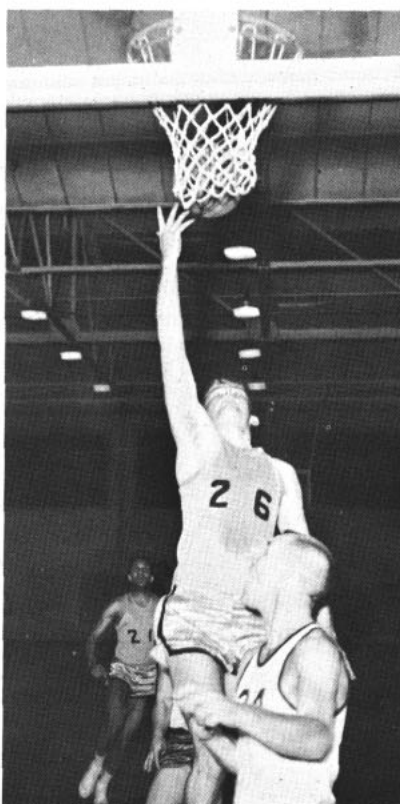
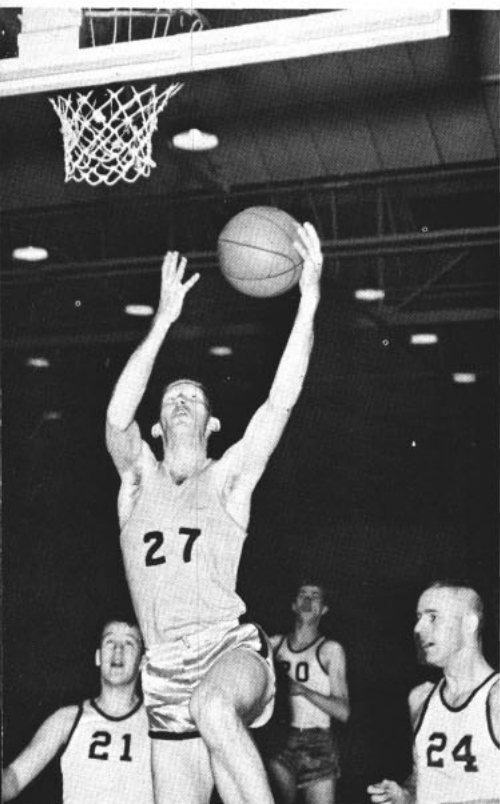
ured to get that chance in March, too, when player-coach Larry Banks, Yeoman 3d Class, usn, was slated to lead his Trotters into the U. S. Naval Forces, Europe, play-offs at Port Lyautey, Morocco.

The Trotters' success story thus far has been featured by Yeoman 3d Class Red Brashear's near-20-points-per-game scoring clip; heavy board work by Radioman Seaman Dave Herron and Disbursing Clerk Seaman Wendell Hines, and the sharp backcourt play of Draftsman 3d Class Dave Almy and Hospital Corpsman 3d Class Art Isbell.

Still another fine hardcourt record—a perfect 16 wins and no losses—carried the destroyer uss *Bausell* (DD 845) squad to the Puget Sound Naval Shipyard League championship the past season.

Coach Chuck Griva, Electrician's Mate 1st Class, usn, and his all-whitehat swifties suffered through only a couple of close calls as they raced through their all-winning campaign. For the most part they completely dominated the nine-team league, bombing away for a 56-plus

WINNING FORM—U.K. Trotters of Headquarters, Commander in Chief, Naval Forces, Europe, won 15 out of 16.



points per game average, while restricting opponents to just under 38 markers per contest.

Bausell's triumphant march to the PSNSY title was made all the more satisfying—and noteworthy—by the fact that her 13-man club represented exactly one-tenth of her total complement. The veteran destroyer is undergoing a FRAM overhaul and has only 130 men stationed aboard.

IT WAS SERVPAC against the field as four Navy basketball squads, primed and ready after surviving heavy District and Regional firing, headed for Hawaii and the supreme test—the All-Navy tournament—early last month.

The four Stateside regional standard-bearers figured to pull out all the stops in an effort to unseat defending champion ServPac in the four-day All-Navy hoop extravaganza, scheduled for Pearl Harbor's Bloch Arena March 6-10. The hosting Packers were representing the Western Pacific Region, while invading the 50th State were:

- Atlantic Fleet Region—ServLant.
- North Atlantic Region—Potomac River Naval Command.
- South Atlantic Region — NAS Pensacola.
- Pacific Coast Region — Com-Eleven.

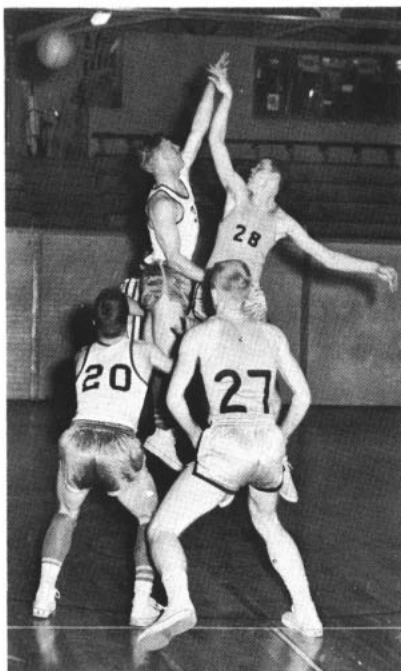
ServPac's regional triumph has been noted elsewhere on these pages. For the story on how the other four clubs earned their Hawaii jaunt, see below.

NorLant Regional at NAS

Patuxent River, Md.:

PRNC-2	ComOne-0 (Forfeit)
ComThree-71	ComFour-62
PRNC-77	ComNine-67
ComOne-83	ComNine-64
PRNC-61	ComThree-47
ComFour-89	ComOne-76
ComFour-68	ComThree-62
ComFour-93	PRNC-80
PRNC-99	ComFour-96

ComFour's thrilling charge through the loser's bracket to upset previously undefeated PRNC on the next to last day and throw the title up for grabs in an "if" game, furnished the big thrill here. Five-eleven Bob Hoskins, a dead-eye lefty guard, paced ComFour's gallant bid, and tossed in 30 in the finale. Big Jack Guy and Jim Hill showed the way for PRNC in the ding-dong wind-up with 25 and 20 markers, respectively.

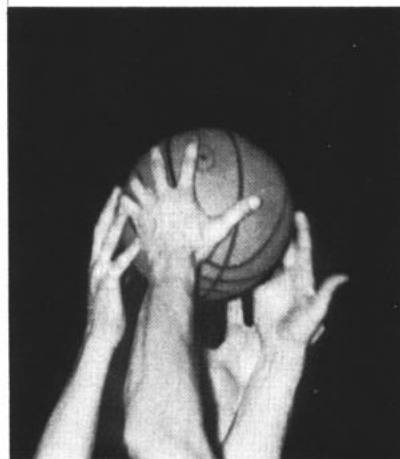


HOT TO TROT — U.K. Trotters get best of a jump during basketball game in the London, England, area.

LantFlt Regional at Newport, R. I.:

DesLant-87	MinLant-59
ServLant-84	CruLant-41
FMFLant-88	NavAirLant-81
SubLant-89	PhibLant-82
CruLant-78	MinLant-58
NavAirLant-84	PhibLant-69
ServLant-94	DesLant-77.
FMFLant-114	SubLant-62
FMFLant-110	ServLant-77
CruLant-67	SubLant-55
NavAirLant-65	DesLant-56
NavAirLant-57	CruLant-55
ServLant-63	NavAirLant-52
FMFLant-72	ServLant-65

Fleet Marine Force Atlantic's big, swift Leathernecks experienced only



scattered pockets of resistance in sweeping to victory here, but, since Marines are not eligible for Navy competition above the regional level, runner-up ServLant, as top Navy club, won the right to represent LantFlt Region in the All-Navy. Camp Lejune's Mr. Everything, former Little All-America selectee and unanimous "most valuable" choice Jack Sullivan was a one-man show for the Leathernecks with a near-40-point average, while Shed Mitchell's 95 tallies in five games was tops for ServLant.

PacCoast Regional at San Francisco, Calif.:

11 ND-91	17 ND-67
12 ND-80	13 ND-58
17 ND-101	13 ND-73
11 ND-81	12 ND-72
12 ND-80	17 ND-72
11 ND-80	12 ND-70

PhibPac, Coronado, augmented with outstanding players from NAS North Island and NTC San Diego, and representing Com 11, used fine all-around play by long-time Navy star Bill Manning, and the heavy scoring of Jim Henry and Gerry Halsey to overcome the tenacious challenge of Com 12's Headquarters Coast Guard entry. Henry maintained a near - 30 - points - per - game scoring clip for PhibPac. Com 17's Charlie Maxwell bombed away sensationally for 84 counters in three games, and was picked up by the eventual winners for the trip.

SoLant Regional at Jacksonville, Fla.:

NAS Pensacola-95
NAS Pensacola-87
NAS Corpus Christi-66
NAS Corpus Christi-85

Nothing they encountered in the All-Navy meet figured to faze Pensacola's never-say-die Flyers, after the rough road they traveled just getting there. After rolling over and playing dead in the first game, Corpus Christi pulled a complete reversal of form and gave the Flyers everything they could handle in their second and final meeting for the SoLant Region crown. In earlier District level play, however, the Flyers had already demonstrated that they could come through when the going got tough. Knocked into the loser's bracket by the MarCorps Supply Center, Albany, Ga., club, they stormed back to down the Leathernecks twice to earn their way into regional competition.

—Jerry McConnell, JO1, USN.



GO, MAN, GO—Navymen and members of Yokosuka's Rotary Club move their ishis into battle while playing Go.

Go Club Goes Over Big

When a Navyman says "Go, man" these days, he's not necessarily throwing some cool hipster slang your way. He may well be inviting you to have a go at Go—the ancient game which ranks as one of Japan's top national pastimes.

If you take up the challenge, chances are you'll find Go unusual, stimulating, and a possible aid in improving your memory and developing your powers of concentration.

Don't expect to become an expert right off the bat, though—Go is easy to learn, but extremely hard to master.

A game of pure skill, into which the element of chance does not enter at all, Go can be compared some-

what to chess, in that both closely resemble military maneuvers in character. They differ, however, in that chess represents but a single battle, while Go embodies an entire campaign. Battles occur on as many as three or four sections of the board simultaneously, with "soldiers" capturing territory and/or prisoners. There is an ever-changing balance of offense and defense—a skilled player, for example, may deliberately suffer a small defeat on one part of the board in order to achieve a major victory on another section. Far-reaching strategy alone can insure a win.

Seagoing sailors visiting Japan are taking up Go in ever-increasing numbers. Thirteen crew members of the

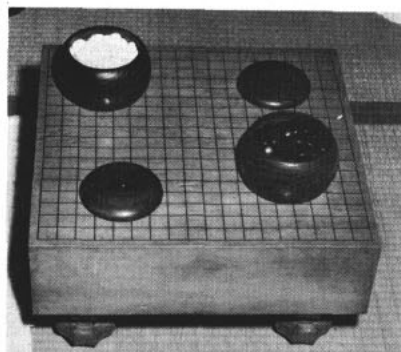
destroyer tender *uss Dixie* (AD 14), for example, have formed their own Go club, with Chief Radioman Chester Cole as current team captain. During *Dixie's* recent Far East tour the Navymen played a series of matches with the Yokosuka Rotary Club Go team. Not surprisingly, the more experienced Japanese won 22 of 30 matches, but complimented the Americans on their enthusiasm and natural flair for the game, and expressed the opinion that they showed much promise as Go players.

To play Go, as is the case with almost any game, you must have the proper equipment. You start with a *Go Ban* or playing board—a solid block of wood about 17 and a half inches long, 16 inches broad, and from five to nine inches thick. It is equipped with four detachable legs, and is stained yellow. Its surface is laid out in parallel lines like graph paper, 19 lines each way.

The soldiers are small, disk-shaped

THE WORK—The Go ban (board), ishis (stones) and Go tsubo (boxes), plus thinking cap are needed to play.

TIME OUT—Navymen dine with opponents in Japanese style during break in Go tournament. Go is becoming increasingly popular with Navy in Japan.



stones, called *Ishi*. These stones are convex on both sides so that they may be placed on, or removed from the board without disturbing other stones. Out of play they are kept in gracefully shaped containers called *Go Tsubo*, or *Go* boxes.

There are 181 black stones, and 180 white ones. The weaker player is given the black, and the first move. Also, handicaps are granted, depending upon the ability of the players—usually from two to nine moves. The stones are placed on the board in turn, at the intersections of the lines, furnishing a total of 361 points of play. There are a myriad of refinements, but in general the basic idea is to surround, and thus capture, an opponent's pieces.

Japanese experts estimate that it is necessary to play at least 10,000 games to become proficient enough to qualify as a *Shodan*, the first of nine degrees of *Go* player. At the rate of one game a day, it would take you some 27 and a half years to get those 10,000 games.

Skindiver of the Year

Bob Manicke is a Navy chief aviation machinist's mate—a job well calculated to keep him up in the air much of the time. When it comes to a hobby, though, the chief chooses the opposite extreme. Manicke is an avid skindiver—and he does so well underwater that the Helms Foundation just recently named him U. S. Athlete of the Year for Skindiving.

Chief Manicke, currently serving as a station-keeper at NAS Los Alamitos, Calif., is captain and chief instructor of a team representing the Long Beach, Calif., "Neptunes." The past year the aquatic Navyman paced his club to U. S. team championship honors in the National Spearfishing Tournament at Laguna, Calif.

Selection for a Helms Foundation award is quite an honor in itself, but in Chief Manicke's case it's an extra-special tribute to his courage—and his will power.

Just three years ago, while competing in a Pacific Coast championship meet, he was severely slashed by the propeller of a passing boat. He was hospitalized for more than two months, and his chances of skin-diving—or even swimming—again were considered to be practically nil. Just six months later, however, the veteran CPO not only entered—but won—his club's spearfishing derby. His trophy case is getting full.

SIDELINE STRATEGY

Spectators backed off a respectful distance, and a hush fell over the proceedings as the two grim-faced figures stalked out into the clearing, weapons at the ready.

A duel to the death in the dusty street of some western town? No, the locale was Ellyson Field, Fla., and the principals were a Navy lieutenant commander and a Marine Corps captain, interrupting Helicopter Training Squadron Eight's Second Annual Turkey Shoot to stage a friendly grudge match. And instead of sixguns, CAPT Harvey E. Britt sported a .45 caliber pistol, while LCDR Jack Riding was armed with a bow and a quiver of arrows.

The special shoot-off got underway with minimum delay, with each participant "firing" 20 rounds at separate targets. Only one of LCDR Riding's 20 arrows missed the black, but the pistol-packing Marine was just a shade more accurate. When the scores were totalled, CAPT Britt was declared the winner by just 14 points.

CAPT Britt, naturally, was highly gratified over the outcome, not only because he won the match, but because he copped himself a turkey in the process. LCDR Riding, meanwhile, is calling for a rematch in an effort to vindicate his belief that the Marines should give up those newfangled firearms and return to the good old Indian days.

Navyman Riding's injured pride has been assuaged somewhat, moreover, by the fact that he may yet enjoy the last laugh.

It seems he recently took advantage of the opening of Florida's deer season to take to the woods with his trusty bow and quiver—and promptly skewered a fine eight-point buck. According to late re-

ports, the Captain had yet to bag his.

★ ★ ★

One of the Navy's ace triggermen—both on and off duty—is currently stationed at Pearl Harbor.

He's Senior Chief Photographer Eugene Smyda. During working hours he spends his time triggering Navy camera shutters for 14th Naval District Headquarters. In his free time, Senior Chief Smyda is a prize-winning pistoleer—good enough to win three consecutive 14ND monthly shooting matches at the Navy's Puuloa Range.

Using a .45 caliber pistol, Smyda posted a 548/600 total for his third straight title.

★ ★ ★

One of the stranger impromptu athletic events we've heard about recently—a one-mile whaleboat race through crowded Hong Kong harbor—won early liberty for the remainder of their tour in the Western Pacific for a five-man-plus-coxswain crew from the destroyer *USS Isherwood* (DD 520).

The doughty destroyermen challenged a similar team from *HMS Caprice*, a unit of the Royal Navy Far East Squadron, to the match race. Embarked in a 28-foot, single-bank, five-oared whaler furnished by the Royal Navy, the U.S. tars sloshed to a thrilling half-length victory over their British counterparts, after dodging ferryboats, junks, sampans and sundry other strange craft every foot of the way.

Radio coverage of the epic struggle was provided to all U.S. and Royal Navy units in the harbor through a special broadcast from a Royal Navy launch monitoring the race. Ships' companies of English, Australian and U.S. ships lined the rails to cheer their favorites on.

—G.F.M., JO1, USN.



LISTEN CLOSELY next time you hear a boatswain's pipe signaling an impending call for sweepers to man their brooms, or all hands to quarters for muster. It may not be beautiful music—but you'll be listening to the most ancient and distinctive nautical sound effect of them all.

The badge of office of the fouled anchors is rich in ancient and honorable tradition, dating back to and before the days of wooden-walled ships firing broadsides of red-hot round shot. Slave oarsmen on Greek and Roman galleys timed their strokes to a pipe or flute. During the Crusades a pipe was employed in the English Navy as a signal for their crossbowmen to come up on deck for an attack. Later the English adopted it as an emblem of office or a mark of honor. The Lord High Admiral carried a gold pipe on a

Piping

chain around his neck, while a high commander rated a silver one.

The present form of the boatswain's instrument (properly termed a "call") was established sometime during the 16th century. After defeating the Scottish pirate Andrew Barton, England's Lord Howard took a pipe from the fallen body of his foe, and when he became Lord High Admiral he officially adopted it. In time it came to be used for salutes to distinguished guests as well as for the passing of orders.

It had very definite and practical uses in the days of sail, many of which have since passed away. Men high on the royal and t'gallant yards, for example, could hear its piercing call rising from the deck above the howl of the winds. In those wind-ship days, merchant as well as naval vessels carried piping boatswain's mates, but the pipe has long since ceased to be a feature of anything but a man-of-war.

Before we go any further, let's clarify a couple of terms. We said earlier that the instrument itself is, properly, a "call." However, the various "words" which are passed by the call are also known as calls. So to avoid confusion, and at the risk of offending purists, the instrument will be called hereafter by its popular misnomer—boatswain's pipe.

Whatever you call it, chances are if you've served aboard a Navy ship for any length of time—say 24 hours or so—you've probably already heard the sound which is destined to become one of the more familiar of your Navy career. And if you've been around long enough to qualify as an old salt, you've likely heard it innumerable times. As a matter of fact, there have no doubt been occasions when you've harbored a barely suppressed desire to tell "that Artie Shaw up on the quarterdeck what he could do with his licorice stick."

In any case, it's practically a lead-pipe cinch that you'll be hearing the shrill summons often in your travels through the Navy. And, if you're like most of us, while you've got a pretty good idea of the "why for" and the "when," you're probably not



the Boatswain's Call

too clear on the "how's it done."

Read on, if you will. A more thorough knowledge of the procedures involved in sounding a boatswain's pipe is bound to increase your "musical appreciation" when next you hear those dulcet tones. And who knows—you might be inspired to master the art yourself. You wouldn't be the first. Plenty of Navy-men—mostly deck or 'ordnance ratings, to be sure, such as gunner's mates, torpedoman's mates and quartermasters, but more than one yeoman, radioman and what have you—have done just that, and take pride in their ability to handle the pipe as well as, or better than any boatswain's mate around.

Let's start off with a definite premise—that there's much more involved in piping a call properly than simply picking up a pipe and applying lung power at the correct end.

To begin with, all of the distinct and different sounds are achieved through, and affected by, several methods of cupping the pipe in the hand. More on this later.

Then there's the pipe itself—a more complicated affair than you might imagine. The ship's First Lieutenant is provided with an original issue of pipes, which usually don't last very long. Boatswain's mates, it seems, have a habit when being

transferred of packing off with their pipes still attached to their persons. Most of them, however, eventually prefer to buy their own particular model, oftentimes with an ornamental design worked around it.

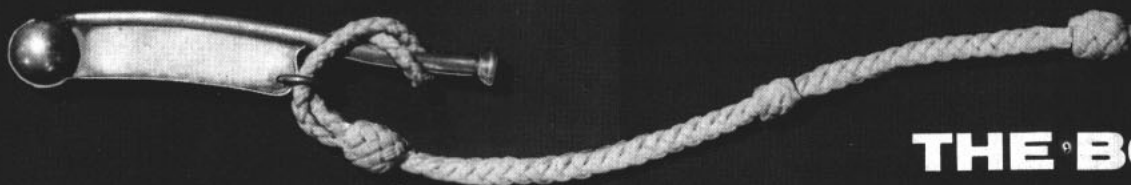
G.I. or tailor-made, though, a pipe won't sound worth listening to until it's tuned. Pipes are stamped out when manufactured, and both the hole in the top of the bowl and the

aperture in the reed next to it (the pee) are nearly always misshapen. The pee must be cut off clean at an angle, then the hole filed down until the blast of air from the pee is exactly split by the hole's outer edge. (A bosun's mate who is an expert on the subject says that the hole usually requires some filing.) A nail file is ideal for this operation,

(Continued on page 34)

NOW HEAR THIS—Bosun's chorus pipes a call through ship's PA. Above: VIP visitors coming aboard a Navy carrier receive traditional greeting from pipe.





READING THE SCORE

FOUR POSITIONS OF THE HANDS are indicated on the four spaces of the musical staff.

CLINCHED

Hole completely closed. Hand tightly squeezed and lung force is very strong.

CLOSED

Hole completely closed. Lung force strong.

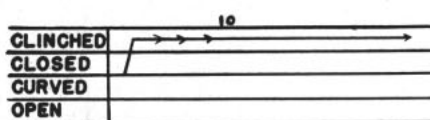
"CURVED"

Same as "closed," but lung force is moderate

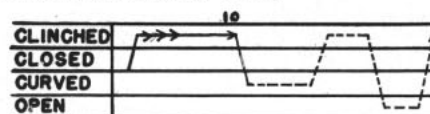
OPEN

Hole left completely open. Lung force strong.

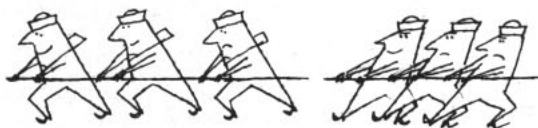
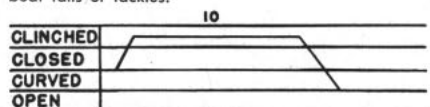
PASSING THE WORD—This call is the prelude to every word passed aboard ship. Its purpose is to get the attention of all hands to the announcement about to be made.



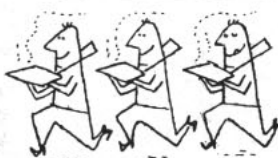
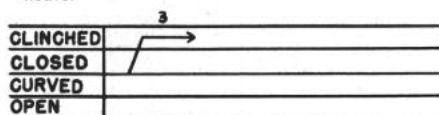
PIPE DOWN—The call "pipe down" consists of "passing the word" and a long 10-second "veer," ending in a short, sharp peep in the clinched position. It is piped as "secure" from any all-hands function. It is also piped immediately after the bugle call "tattoo," just before word is passed to turn in.



HOIST AWAY—"Hoist away" is piped after "set taut," to start a power hoist or a "walk away" with boat falls or tackles.



HAUL—"Haul" is the pipe equivalent of "hol heave! hol heave!" by voice, when the gang is heaving together on a line instead of walking away with it. The low note means "get another purchase," and the high note means "heave!"



MESS CALL—The pipe "mess call" is the longest of the lot; it should cover not less than a minute. It consists of "all hands," a long "heave around," and a long "pipe down," in that order.

STRAIGHT LINE inc by simply raising or with an ordinary wh

DOTTED LINE indi policeman's whistle. against the roof of y

ALL HANDS— call to any event in to battle stations, f bugle call, "reveille out and trice up. It pipes the crew to c

CLINCHED	
CLOSED	
CURVED	
OPEN	



SWEEPERS—"S The three-second in longer than those u notes generally go series of peeps at much run together, with a short "heave as formerly.

CLINCHED	3"
CLOSED	
CURVED	
OPEN	

CALL MATES— ship, every word p boatswain's mates, to the boatswain or sounded "call mate together. As they dr ship, they answered they got the word, it out at every hatc in the clinched pos much use for "Call

CLINCHED	1
CLOSED	
CURVED	
OPEN	

BOATSWAIN'S PIPE and CALLS ABOARD SHIP

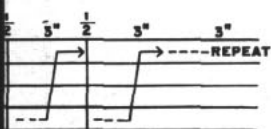
ates a smooth note. This is made
tering the air pressure, as is done
e.

es a rattled note, like that of a
u get this by rattling your tongue
r mouth.

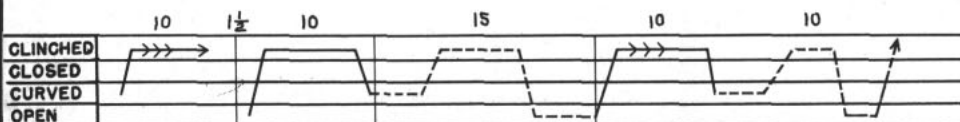
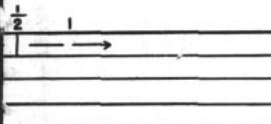
l hands" is piped as a general
hich all hands are to participate—
example. It is sounded after the
efore word is passed to heave
also the first part of the call which



peers" is a call piped frequently.
vals shown on the score are a little
nowadays. The three low-to-high
pretty fast—one, two, three. The
end of the third note are pretty
d the call generally winds up now
ound," instead of "slurred peeps"



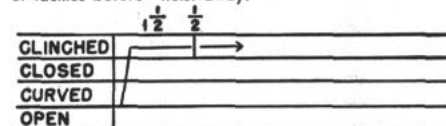
ore the days of PA systems aboard
ed was by word of mouth of the
re and aft. The word was given
boatswain's mate of the watch, who
to get the boatswain's mates to
near from different parts of the
peatedly with the same call. When
ey dispersed fore and aft to sing
The call is two short, shrill peeps
n, repeated once. You won't find
ates" nowadays.



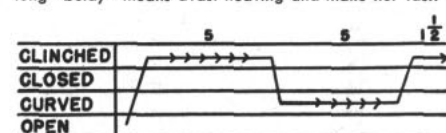
BROKEN LINE indicates an undulating (wavy) note.
Made by arching the tongue (as in sounding the syllables
"TOE HEE, TOE HEE"), causing the sound to undulate
smoothly, continuously and at equal intervals.

FIGURES ON TOP OF THE SCORE indicate the dura-
tion of notes and intervals (rests) in seconds.

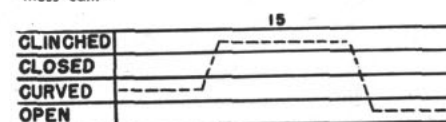
STAND BY—The meaning of "stand by" is obvious.
Piped after "all hands," it means "all hands stand by"
for some evolution or maneuver. This is also the call
for "set taut," meaning to take the slack out of falls
or tackles before "hoist away."



BELAY—A short "belay" means avast heaving." A
long "belay" means avast heaving and make her fast."

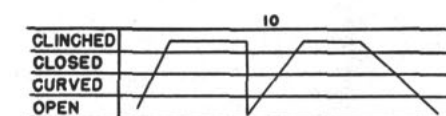


HEAVE AROUND—This call, piped twice, means
"heave around" on the capstan or winch. Piped once,
it means "mess gear." It is also part of the pipe for
"mess call."



BOAT CALL—"Boat call" is piped to call away a
boat, and also to pipe a division to quarters. The call
is lengthened in proportion to the seniority of the boat
called. In other words, you hold it longer for the gig
than you do for a motor whaleboat. After you pipe
the call, sing out, "AWAY the gig (barge, No. so-and-so
motor launch, etc.,) AWAY!"

When piping a division to quarters, after the call sing
out, "All the (number) division to quarters!"

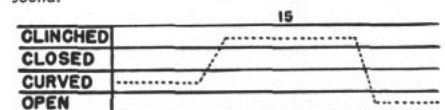


ARROWHEADS indicate full breath impulses or blow-
ing hard. You'll notice they are nearly always placed
on notes sounded in the clinched position where you
need a real blast to sound at all.

INTERVALS, OR RESTS, are marked with a vertical line
(|) with the number of seconds above it.

VEER—This is the call sounded by the boatswain's
mate of the watch to fall in side boys for tending the
side. One veer calls two boys; two veers, four; three
veers, six; and four veers, eight.

"Veer" also means "ease (or slack) away," or "walk
back." It is sounded continuously during slacking, and
the man slacking or lowering away controls his speed in
proportion to the rapidity of the rise and fall of the
sound.

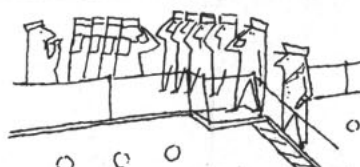
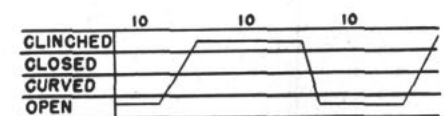


PIPING THE SIDE—This is the aristocrat of all the
calls on the boatswain's pipe. It really consists of two
of the calls, shown on the score. The pipe "alongside"
is sounded so as to finish just as the visitor's boat makes
the gangway. During this pipe the side boys and boat-
swain's mate stand at attention but do not salute.

The pipe "over the side" starts just as the visitor's
head appears at quarterdeck level. Side boys and boat-
swain's mate salute on the first note, and drop from
salute on the last one. Right-handed boatswain's mates,
have argued since time immemorial over whether it is
proper to salute left-handed in this situation. Some of
them have ruined their dispositions trying to learn how
to sound their pipes in their left hands. It may be said
here that a boatswain's mate MAY salute with his left
hand when piping the side.

Saluting procedure is reversed when a visitor is leav-
ing. "Over the side" is piped as the visitor passes the
boatswain's mate on his way to the gangway, and side
boys and boatswain's mate salute on the first note. They
drop from salute on the last note, and remain at atten-
tion while "alongside" is sounded. This last call begins
as the visitor's boat curves away.

Get a good lungful of air before you start a side
pipe, because etiquette requires that it be as long drawn
out as possible. The more side boys the visitor rates, the
longer the notes of his side pipes should be sustained.





WAY BACK — Boatswain's Mate of the period of 1863 poses on deck with his pipe prominently displayed.

you'll find. It has a fine grain, and is thin enough to file down the bowl without also cutting the pee.

Once this considerable filing down of the bowl is accomplished, a straw shoved through the reed should split on the far edge of the hole. When this occurs, the pipe is about right.

LAST CALL—CPO salutes as he is piped over the side in retirement ceremony.



PIPE OF EXPERIENCE—Old-timer passes on piping pointers to younger BM.

Occasionally, however, there may be a gap between the bottom of the pee and the bowl. This will cause a hissing sound of escaping air which will interfere with the clearness of the call. A drop of solder in the gap will remedy that condition.

We mentioned before that there was more to sounding the boatswain's pipe than might at first glance seem apparent. The various calls, for example, have been re-

duced to paper, somewhat in the fashion of musical scores. Now these "scores" are fairly simple and easy to figure out just by looking at them, as you can see by a glance at the accompanying illustrations. But—remember these different hand positions we referred to a while back?

It would be a complete waste of time, for instance, to attempt to sound a sustained note with the pipe held in either the curved or closed position. Those are used exclusively as starting or stopping positions, or as intermediate steps in rising from the open to the clinched position or vice versa. Then too, just about the toughest part for a beginner, we're told, is learning to sound the high, shrill scream which issues forth when the pipe is properly held in the clinched position. To achieve this, you must squeeze hard, and blow hard.

An added thought—you might be wise to stage your first practice sessions down in the bilges somewhere lest some less aesthetic shipmates take a notion to fling you bodily out of the compartment.

At first you probably won't produce much but a noise resembling the sound of escaping steam, but don't let that discourage you. Before long you'll be "piping up" as well as the saltiest BMC. At least you'll think so.

—Jerry McConnell, JO1, USN

John King, the Destroyer, and the Man for Whom It Was Named

ONCE UPON A TIME there was a young Irishman who wanted more than anything else to become a sailor.

We aren't leading into a tale that ends with our hero living happily ever after, because the facts of life tell us this doesn't often happen. This was almost a routine story of a Navyman of the early 1900s.

However, you may be interested in the story behind the name of our newest guided missile destroyer—uss *John King* (DDG 3)—which was commissioned at the Boston Naval Shipyard early this year.

It seems this King fellow, who was born in Ireland in 1865, migrated to the U. S. and enlisted in the Navy in 1893. At that time the first destroyer, not to mention a guided missile DD, was yet to be built. (Seamen of the 1900s were gee-whizzing about destroyers of that time just as we are about the DDGs of today.)

King was a seasoned FN aboard uss *Vicksburg* when the Spanish-American War rolled around in 1898, and sailed with ADM George Dewey's Fleet for the seizure of Manila Bay.

By 1909, King had been promoted to Chief Watertender, after serving in the boiler rooms of 13 ships. He later cruised with two more before he was discharged in 1916.

But the Navy and King weren't through—yet. When the U. S. entered World War I in April 1917, King was recalled, and served for two years at the Naval Receiving Station in New York.

During his career, he earned the Sampson Medal and Spanish Cam-



Chief Water Tender John King, USN

paign Medal, plus the Philippine Campaign Medal for his service at Manila Bay. He also rated the WW I Victory Medal and received at least four Good Conduct Awards.

So why should a ship be named after him? John King was a Medal of Honor winner—not once, but twice.

The records that go back six decades are somewhat sparse, but the Navy Department publication *Medal of Honor* relates that the Irishman's first highest award was ordered for his action "On board uss *Vicksburg*, for heroism in the line of his profession at the time of the accident to the boilers, 29 May 1901."

Eight years later he was again cited for his heroic actions at sea, under conditions similar to the first award.

He won the second award, *Medal of Honor* records, while a "Watertender, serving on board uss *Salem*, for extraordinary heroism in the line of his profession on the occasion of

the accident to one of the boilers of that vessel, 13 September 1909."

King was released from active duty for the last time in 1919, and transferred to the retired list in November 1923 after 26 years of active service. He died in New Orleans in 1938.

No one heard much about John King after his death. But the Navy hadn't forgotten him. Now, nearly 70 years after he first donned the Navyman's uniform, King's name will for years to come be synonymous with the Navy he faithfully served.

John King, the ship, is the fourth guided missile destroyer to be commissioned by the U. S. The other three are uss *Gyatt* (DDG 1), *Adams* (DDG 2), and *Henry B. Wilson* (DDG 7). Twenty others are under construction.

King can make better than 30 knots, is outfitted with the latest machinery, electronics and ordnance developments, and sports an aluminum superstructure. Her construction emphasizes seaworthiness to meet the all-weather requirements of a screening force.

DDGs feature ship-to-air *Tartar* missiles, five-inch guns, antisubmarine rockets, torpedoes and long range sonar. *Tartar* is a compact, solid fuel system which can also be used in the secondary battery of larger ships.

The 3370-ton *King* has an overall length of 431 feet, a beam of 47 feet and air-conditioning in all living quarters.

After her commissioning in February, *King* was scheduled for two months of underway training before being assigned to DESLANT.



NAMESAKE—Guided missile destroyer uss *John King* (DDG 3) carries name of two-time Medal of Honor winner.

LETTERS TO THE EDITOR

Reenlistment Leave

SIR: Some time ago while on overseas shore duty I married a British girl. Now I am on shore duty Stateside and am thinking about going on my reenlistment leave to England. I hope to go to England, accompanied by my wife and child. I wonder if I could go via available MATS aircraft?—T.W.S., YN3, USN.

• E-5s and above, and E-4s with more than four years' service, while traveling in a leave status are eligible for space available travel in Military Air Transport Service (MATS) aircraft to and from the U.S. When accompanied by their sponsor (the military member of the family), dependents are also authorized space available transportation.

Remember, such travel is on a space-available basis—and not a regularly-scheduled basis. So it's a good idea to allow yourself plenty of time.—Ed.

Title of COs

SIR: Are commanding officers of ships always called "captain"? Let's take the case of a Lieutenant John Smith who is attending a shoreside function, such as a school science exhibit. Assuming I am not a member of his crew, but I know who he is, would I call him Captain Smith or Mister Smith?—L.A.D., GM3, USN.

• The general rule in such a case is that only those of his crew would call him Captain Smith. Other Navymen

Exempt Reports

SIR: In the upper left hand corner of a number of pages in the enlisted service record are the words "EX-EMPT REPORT." Could you tell me what they mean?—J.M.K., YN1, USN.

• Reports required by this Bureau are assigned a report symbol to indicate that the report has been approved and has been included in the Reports Management Program of BuPers.

However, there are various categories of reports that are not included in the formal Reports Management Program. One of these consists of reports on personnel for record purposes only—such documents as qualification questionnaires, fitness reports and service record pages. These documents are generally labeled as "Exempt Reports."—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

knowing his name would call him Mister Smith.

Aboard his ship, however, you would certainly address him as "Captain Smith," even though you were aboard for a brief visit.—Ed.

Eligibility to Take Exam

SIR: In the November 1960 letters-to-the-editor section of ALL HANDS, in an article entitled "When Can I Take That Exam," you gave out some information that I don't think is correct. You say that a man who is reduced in rating when he ships from USNR to USN, cannot count his previous time in rate for advancement in his new Regular Navy enlistment.

BuPers Manual, Article C-7212(1) states: "Personnel who have been reduced in rate or rating for any reason are subject to the provisions of the normal advancement system as set forth in this manual and directives..."

I believe this article can be interpreted two ways. Since the man who wrote you was not reduced for disciplinary reasons, and has met the provisions of the normal advancement system, he should be allowed to participate for advancement. It is a mere technicality that the active duty time was spent as a Reserve and not as a Regular.

BuPers Inst. 1430.7D, Part II, pages 13, 14 and 15, seems to confirm this belief. It even gives examples that agree with my ideas.

If I am wrong, I would certainly like to know, because I would consider this man eligible for advancement, and I know many competent yeomen who would do the same. I have discussed the situation with yeomen from E-8 down and they agree with me.

—C. W. Duncan, YN1(SS), USN.

• You would be perfectly correct. A man in such circumstances would be allowed to compete for advancement. The office which gave us the information has already written the man concerned and told him that he is eligible to compete for CPO.

This only leaves us the job of telling our readers how wrong we were.—Ed.

Enlisted Precedence

SIR: I am writing this letter to clear up a point about precedence among the first class POs of my air squadron.

Right now I am senior PO1, I believe, for I was advanced to first class in February 1951, before any of the other PO1s made it. In 1954 I was reduced to PO2, by administrative action, not a disciplinary action. In May 1957 I was again advanced to PO1.

It seems to me I can count my time for precedence back to 1951, and not 1957.—D.C.N., YN1, USN.

• If you read over the 19 paragraphs on enlisted precedence (Art. C-2103) in the "BuPers Manual," you will see that many factors are involved in enlisted precedence. The main point, however, is that there are two types of enlisted precedence.

First, there is precedence for military matters. In this, the chief factor is the relative standing of the given rating in the list of ratings by precedence, Article C-2103(5). Here, the yeoman rating is a little more than half-way through the precedence list. Any PO1 of any rating above yeoman on this list has precedence in military matters. Chances are that there are other PO1s in your squadron having precedence over you in this respect.

Second, there is precedence for non-military matters. In this, the main factor is length of continuous service in the given pay grade. Your rating has no bearing on the matter.

National Anthem Honors

SIR: No problem—just a question, short and to the point. What men, in the U. S., rate having the National Anthem played in their honor?

My reason for inquiring? I was asked, and I didn't know the answer.—C.W.D., AD1, USN.

• Now you'll have a short and to-the-point answer. "Navy Regs," Art. 2140 (Table of Honors for Official Visits of United States Civil Officials), says the National Anthem shall be played for:

(1) The President.

(2) The Secretary of State, when he is acting as special foreign representative of the President.

(3) An ambassador, high commissioner, or special diplomatic representative whose credentials give him authority equal to or greater than that of an ambassador.

So now you know.—Ed.

(Notice that the manual does not use the word "seniority." It does, however, say that in a non-military matter the man having precedence "shall be considered as the senior member.")

Your precedence would date to 1957, not 1951. "Continuous service in pay grade" is the term used in the manual. And three years spent as an E-5 can hardly be considered as continuous service in grade E-6, even though the reduction was an administrative matter.

It may be well here to clarify two key terms. "Military matters" are those in which a person "may be required to exercise his authority over others."

Non-military matters are those "which involve privileges or honorary functions, in which no responsibility to exercise authority over others is involved."—ED.

These Are the Most

SIR: I wonder if you could tell me the ratings with the largest number of personnel and those with the smallest number?—C.G.B., MM3, USN.

• By the latest count, and not including strikers, here are the four largest groups and the four smallest groups of ratings in the Navy.

Largest:

Aviation Machinist's Mate—19,735

Machinist's Mate—14,784

Hospital Corpsman—14,373

Boatswain's Mate—13,244

Smallest:

Surveyor—122

Patternmaker—145

Boilermaker—161

Molder—196

These figures are from "Navy and Marine Corps Military Personnel Statistics" (NavPers 15658) for 31 Dec 1960.—ED.

Military Precedence

SIR: At the school where I am an instructor, a discussion came up recently on the subject of military precedence of enlisted Navymen. I stated that Fire Control Technicians ranked fifth in the order of precedence—basing my claim on the list contained in *The Petty Officer's Guide*. Upon referring to Art. C-2103 of the *BuPers Manual*, however, I found that FTs are ranked not fifth, but nineteenth.

It certainly seems to that the standing we are accorded in the *PO Guide* is more nearly correct, since Fire Controlman is a former right-arm rate, and still functions within the deck organization in the performance of military duties. Our seamen and lower rated FTs, for example, stand part of the deck watches, while the more senior FTs are expected and required to fulfill the duties of JOOD while underway as well as in port.

Nineteenth? That's not far from Pigeon Trainer.—R.W.B., FTC, USN.

• Watch how you refer to pigeon trainers there, Chief—you're getting down pretty close to the journalist's



GATE PASS—The attack carrier USS Coral Sea (CVA 43), a member of the Pacific Fleet, passes under the partially fog-covered Golden Gate Bridge.

area too, you know. And besides, while pigeon trainers may not seem very important to you, we bet they do to the pigeons.

However, the military and non-military precedence of EMs as listed in Art. C-2103, "BuPers Manual," is both correct and official. The fourth edition of "The Petty Officer's Guide" has been corrected to agree with this listing.—ED.

Improving Design of Work Shirt

SIR: The blue chambray work shirt, I think, needs to be improved. The subject may seem unimportant to some, but to the men who wear them it is a serious matter.

We all want a sharp-looking outfit and continually get onto Navymen who wear frayed hats, patches and other items of sloppy clothing, yet we continue to issue a work shirt that is poorly designed—with large cuffs, shirttails

to the knees, sleeves too long, and a neck size that's improper in comparison with the shoulder-chest size.

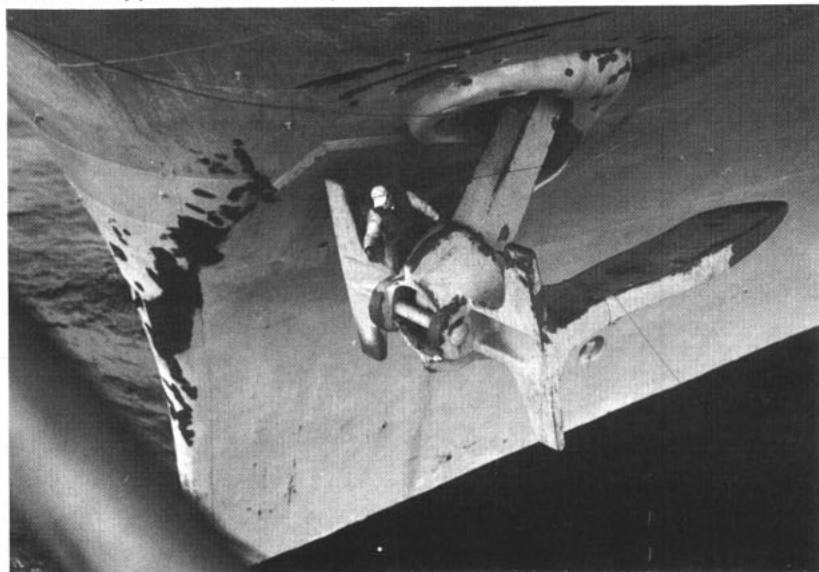
Why can't the Navy get a shirt that's a shirt rather than a glorified grain sack. We ask for sharp-looking sailors, but at the same time we withhold the means.—A.B.Y., LCDR, USN.

• A newly designed work shirt is currently being considered as a replacement for the present one.

The proposed shirt is made of the same chambray material, but has a sport-style collar, unseamed front, and square tails which should reduce wrinkling and improve comfort and appearance.

Also being carefully studied is the matter of sleeve length and sizing. In other words, the Navy is attempting to produce a practical, neat-looking and well fitting work shirt that is appropriate for the purpose intended.—ED.

AN ANCHOR PAINTER—A crew member of attack carrier USS Independence (CVA 62) applies new coat of paint to the ship's 60,000-pound port anchor.





PROVIDENCE III — Terrier - armed guided missile cruiser USS Providence (CLG 6) is third ship to bear name.

Subs Weren't Lost, We Were

SIR: The photograph on the inside front cover of the November 1960 issue is captioned, "...at pier side in Norfolk Naval Shipyard..."

I challenge this. It's my belief that the submarines are moored to Pier 22 at the Des-Sub Piers in Norfolk.—D.G., SMC, USN.

SIR: I would say that the photographer had been standing on Pier 21 at the Convoy Escort Piers in Norfolk, looking out over Hampton Roads in the direction of Newport News. Had the picture spread more to the right, the whole of the area between Piers 21 and 22 would have been shown.—D.C.B., Jr.

SIR: I believe the photograph should have read "Des-Sub Piers" (or "CE Piers," to use the older term). I wonder how many letters you have received on this. Bet it was quite a few.

—P.J.G., RMC, USN.

SIR: After two months of searching, I have finally come across a copy of the Nov 1960 ALL HANDS. I must be Reader Number 10.

The caption on the inside front cover states that the nest of submarines pictured there are berthed at the Norfolk Naval Shipyard. If this is true, the south branch of the Elizabeth River has been considerably widened to accommodate the vessels that appear in the background.

If you were standing on the pier looking "seaward" at the Norfolk Naval

Shipyard, you would be looking to the east across the south branch of the Elizabeth River, which is hardly wide enough to accommodate even one anchored vessel, much less a large number of them.

Since the photograph is backlit by the setting sun, I submit that the photographer was, in fact, standing on or near the Des-Sub piers at the Norfolk Naval Base with the Hampton Roads anchorage in the background.

—J.R.S., LCDR, USN.

• So, all right. You don't have to rub it in. The location is the Destroyer-Submarine piers. Not at the shipyard; but on the Norfolk side.

Understandably enough, we don't like to be caught making a mistake, but at least we were finally able to hear from Reader Number 10. May he in future years move up to No. 9.—Ed.

Class 'A' School

SIR: Perhaps I am misinterpreting Article C-7201(3) of BuPers Manual, but I contend that completion of a Class "A" School constitutes the equivalent of completing the training course for both E-3 and E-4.

The opposition contends that hospital apprentices are required to complete the training course for HN, but not for HM3.—LT. G.G.F., MSC, USN.

• You are correct in your interpretation, yet at the same time you could be entirely wrong. You'll be all right, however, as long as you stick to the HM rating. The course offered by the HM Class "A" School does constitute the equivalent of completing the training course for E-3 as well as for E-4.

This is not true with all other ratings and Class "A" Schools, however.—Ed.

SURF SIDE—Seabees of Mobile Construction Battalion 9 put their dozers into action to help build sea wall to protect Ventura, Calif., from waves.



Chiwawa Was T-3 Tanker

SIR: I have a friend who served aboard USS *Chiwawa* (AO 68) during World War II. He claims the ship was a T-3 tanker, even though *Chiwawa* measured some 50 feet less in over-all length than a standard T-3. I say *Chiwawa* must have had a different classification, possibly T-2. Who's correct?—R.F.R., MM1, USN.

• Your friend.

The T-2 class tankers to which you refer had an over-all length of 523 feet. Even though *Chiwawa* (502 ft.) measured 51 feet less than a standard T-3 (553 ft.), she and four other navy oilers with the same dimensions were designated T-3 by the Maritime Commission in 1942. All five ships were acquired from the Maritime Commission. Two of these "little T-3s" are still in the Reserve Fleet, but are now called AO 36-class oilers (sister ships of AO 36, USS *Kennebec*). *Chiwawa* was returned to the Maritime Commission in 1946.—Ed.

Move to Home on Retirement

SIR: I am at present stationed in Florida. I plan to transfer to the retired list on 31 Jun 1961.

I plan to settle in Baltimore, Md. Will I be entitled to travel allowances from my present duty station, in Green Cove Springs, to Baltimore for myself and eligible dependents, even though my home of record is Orlando, Fla.? Also, will I be entitled to transportation of household effects?

I have been told by an officer here (who recently had duty in Washington) that I am only entitled to travel and transportation of household effects to my home of record, and that should

I select a more distant location, I would be checked for the difference. He also said that if my home of record is at a greater distance than my home of selection, I am entitled to travel to my home of record, even though the travel was not performed.

Is he right?—LCDR C.F.C., USN.

• No, your friend who had duty in Washington is not right.

When you retire, you may select a home and receive travel allowances to that selected home for you, your dependents and household goods. Your home of record doesn't affect this at all.

You must however, perform the travel to your selected home within one year after you leave active duty. And once you have selected a home and traveled there, your selection is irrevocable so far as travel allowance is concerned.

Information on this subject may be found in "Joint Travel Regulations" Para. 4158-1a, 7012-1a and 8260-1.—ED.

Benefits Under STAR Program

SIR: An article entitled "Meet Our Latest STAR" in the November 1960 issue of ALL HANDS stated that one of the advantages to be derived from the STAR Program was a guaranteed assignment to Class B Schools for PO3s and PO2s who hold these ratings prior to reenlistment for career designation.

Para. 3d of BuPers Inst. 1133.13 states that assignment to Class B schools is guaranteed for eligible career-designated personnel in pay grades E-4 or E-5. It doesn't state that these pay grades must have been attained before assumption of a career-designated status. I feel that this point should be emphasized.

We frequently receive many exceptionally promising young men in Parachute Rigger School and other Class A schools whom we try to make into career Navymen. The majority of these have reported to school through the normal allocation of quotas. Upon completion of their course of instruction and fulfilling the required time in rate, these individuals will attain pay grade E-4. In reality then, the only advancement incentive offered such personnel is a possible expediting of their PO3 rating. In some cases this could be rendered practically nil depending upon the nearness of their graduation date to the date of the Advancement in Rating Exam.

This being the case, the STAR Program as set forth in the ALL HANDS article would seem to fall short of retaining the best qualified men by offering them a true career incentive promotion benefit.

This situation might easily be remedied by granting a guaranteed B School assignment to these men, as to other qualified E-4s and E-5s. What is your opinion on this?—D.A.H., LCDR, USN.

• The stipulation cited in the article



STARRY-EYED—Seven CPOs of *uss Hancock* (CVA 19) receive first or second stars to their crowns. Below: Six-year reenlistees from *uss Newel* (DER 322) included four men (at right) enrolling in the Navy's popular STAR program.



"Meet Our Latest STAR" is a paraphrase of the basic eligibility requirements for reenlistment under the STAR Program. The career incentives available to personnel reenlisting under STAR are applicable, as appropriate, to the STAR reenlistment action. They are tied to pay grades.

Thus, when a member reenlists in a pay grade, he qualifies for certain incentives appropriate to that pay grade. Once these are established, he is guaranteed their fulfillment. However, he does not then qualify for additional incentives pertaining to a higher pay grade should he advance thereto after reenlistment under STAR.

With this in mind, the statement contained in the article is a correct paraphrase of the basic requirements of the STAR Program.

In connection with your second point, you are apparently alluding to pay grade E-3 personnel who graduate from the Parachute Rigger School and are

not students under the STAR Program.

The STAR Program is limited with respect to such individuals. However, it is not so limited after they attain pay grade E-4. It is not possible to establish a program covering personnel at varying levels of professional development without drawing fairly sharp lines of demarcation. Such is the case here.

If these students desire automatic promotion on graduation from their school, they may obtain it if they reenlist under STAR, graduate in the top half of their class and have completed six months in pay grade E-3. If they prefer to wait to reenlist under STAR until pay grade E-4 is achieved, and they qualify for benefits attending that pay grade, they may do so. They cannot do both.

In other words, the entire range of STAR benefits should be studied by all interested individuals and a personal decision should be made in each case by the individual concerned.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

- **uss Black** (DD 666)—The 10th annual convention will be held on 11, 12 and 13 August in New London, Conn. For details, write to Stanley Sward, Chip Shop, Cambridge, Ill.

- **uss Chauncey** (DD 667)—The first reunion is scheduled for 11, 12 and 13 August in New London, Conn. Write to Gilbert DeMay, 613 Pleasant St., Kewanee, Ill., for further information.

- **uss Idaho** (BB 42)—The fourth annual reunion will be held on 21, 22 and 23 July in Norfolk, Va. For more details, write to David C. Graham, Chairman, P.O. Box 8048, Norfolk 3, Va.

- **uss Kidd** (DD 661)—The 13th annual reunion is set for 11, 12 and 13 August in New London, Conn. For information, write to Harrold F. Mon-

ning, 310 East 8th St., Kewanee, Ill.

- **uss Lexington** (CV 2)—The 8th annual reunion will be held on 24 June in Tacoma, Wash. Information is available from W. Happy Blake, 2168 McKnight Dr., Lemon Grove, Calif.

- **52nd Seabees**—The 16th annual reunion is scheduled for 4, 5 and 6 August in New Orleans, La. Write to J. J. Haeuser, 1922 Alvar St., New Orleans 17, La.

- **55th Seabees**—The 16th annual reunion will be held on 30 June, 1 and 2 July, at the Huntington-Sheraton Hotel, Pasadena, Calif. For details, write to Henry D. Marshall, 174 Kenilworth Ave., Pasadena 3, Calif.

- **302nd Seabees**—The 14th annual reunion is scheduled for the Hotel Harrisburger, Harrisburg, Pa., on 16, 17 and 18 June. Write to Harry W. Price, Jr., 135 Third St., Lewiston, Pa.

- **Seabees**—Seabee veterans in the Ohio area are invited to a reunion scheduled for 16, 17 and 18 June in Youngstown, Ohio. Write to Charles Hull, 451 Meadowbrook Ave., Youngstown 12, Ohio.

- **Fleet Post Office, N. Y.**—The 14th annual reunion will be held at Nick's Restaurant, Boston, Mass., on 6 May. For details write to Douglas F. McBride, PNC, U.S. Naval Air Station, South Weymouth, Mass.

- **uss Almaack** (ANA 10)—All who served on board during World War II and who are interested in holding a reunion may write to Harold Harris, 8985 North Seneca Rd., Milwaukee 17, Wisc.

- **uss Grand Canyon** (AD 28)—A reunion is planned for all who served on board from April 1953 to December 1956. For details, write to Roy Robert, 128A East Lincoln St., Easton, Pa.

- **uss LST 528**—All men who served on board during 1951-54 and who are interested in holding a reunion next year may write to Robert A. Willard, P.O. Box 39, Central Islip, Long Island, N. Y.

- **VC-81**—All former members of VC-81 who are interested in holding a reunion in July may write to Glenn L. Fitts, 7066 Calle Belatrix, Tuscon, Ariz.

More on Twenty Year Hitch

SIR: I don't agree with CAPT McGrath's proposal to sign up selected enlisted men for 20-year hitches (**ALL HANDS**, November 1960). As pointed out in your answer to the captain, suppose either the man decides somewhere along the line that he's tired of the Navy, or that the Navy decides it no longer wants to retain the man for any of a variety of reasons. There you'd have a big trouble area.

In this day and age, however, we definitely need a "professional" armed force. I don't believe pro-pay, E-8 and E-9, the STAR program or any of the other various and sundry campaigns aimed at retaining competent men offer the long-range solution needed.

I have a suggestion to offer, and I

will be the first to admit that it no doubt has some rough edges. My solution would be a bonus—to be exact, a \$20,000 bonus—which would be paid to anyone who serves 20 or more years of continuous active duty. Now, before you decide I'm completely crazy, hear me out.

First, do away with pro-pay and the present reenlistment bonus setup. Set a date for the new system to go into effect and stick to it, regardless of the pressure. An individual would accumulate \$1000 per year, which could be set aside yearly. If at any time he had broken service, or if he was discharged before he completed 20 years' service, then he would no longer be eligible for the bonus. In order not to eliminate anyone, provisions could be made to include everyone who has at least 10 years' active service and who is presently on active duty. All he would have to do would be to serve at least 10 more years' continuous active duty. This would no doubt slow up the flow of men now leaving the Navy on 20, and should help hold down the World War II retirement hump.

Since reenlistment, pro-pay and responsibility pay for officers would be stopped, and it would be 10 years before a retirement bonus payment would have to be made, this plan would not represent an immediate expense. The armed forces would have 10 years to build up a retirement bonus fund, and could be building up interest on this fund.

Also, under such a plan, I would recommend that the service become more

selective as to who would be given the privilege of serving 20 or more years. Reenlistment should cease being something more or less taken for granted.

With such a bonus a serviceman could retire with confidence and security, and the cash to purchase a home or business.

I'd be willing to bet such a plan wouldn't be more expensive than the present hodgepodge measures—in fact, it would cut down on a lot of other expenses too (such as recruiting), reduce the need for separation centers, and slow up costly personnel turnover.

As I said, this idea is rough, and may be way out in left field, but it also just might be the answer. — G.A.B., EMC(SS), USN.

- *Why not some pie in the sky too?*

First and most important—you are undoubtedly aware that Congress has become quite concerned about mounting military retirement costs, and has been casting an increasingly jaundiced eye on the whole military retirement system.

Speedwriting and Shorthand

SIR: Most YN2s at this station do not know shorthand, and we have been informed through BuPers Notice 1414 of 5 Jan 1961 that there is a stenographic requirement for YN1 and YNC in the August 1961 Navy-wide examination for advancement in rating.

There is a class in speedwriting open at a nearby location. Will speedwriting be accepted in lieu of shorthand in this examination?—J. A., YN2, USN.

- *Speedwriting will be accepted as a means of shorthand writing when taking the examination for advancement to YN1 and YNC.*—Ed.

Yeoman and Personnelmen

SIR: Lately I've been hearing scuttlebutt that the personnelman and yeoman ratings will be combined into one rating. Could you enlighten me on this?—J.M.S., PN1, USN.

- *In 1958 the Rating Structure Review Board discussed, for a while, the matter of combining the PN and YN ratings into the YN rating. The proposal was not adopted then. And, at the present time, there is no such proposal being considered.*—Ed.

Any attempt to put through a plan such as yours would surely result in legislation which would either: entail a choice of the \$20,000 terminal bonus or the existing retirement compensation; require reduction of retirement benefits by an amount which would compensate for the initial \$20,000 payment; or jeopardize all three existing programs—propay, reenlistment bonuses and retirement pay—and quite probably result in some kind of contributory retirement system.

There's another point you failed to mention, too. The tax bite on such a lump-sum bonus would be terrific—a retiree with a wife and two dependent children, for example, would pay upwards of \$7000 of his \$20,000 retirement bonus in federal income tax. Spreading the payment of the bonus over several years to minimize the tax would make the sums available each year seem far less attractive and less of an incentive, while making the bonus large enough so that \$20,000 would remain after the tax deduction would make the program far too costly to be considered.

However, the Chief of Naval Personnel is deeply aware of the seriousness of career retention problems, and all avenues which might lead to a possible or even partial solution are being diligently investigated. Rest assured that your proposal will receive careful consideration as future plans are being developed, but any such move in the immediate future is not contemplated.—Ed.

Footnote on Cheyenne

SIR: The letter to the editor concerning *uss Cheyenne* (November issue, page 27) was very interesting to me because I knew *Cheyenne* very well before World War I on the West Coast, first as a Naval Militia ship in Puget Sound, later as a submarine tender based at San Pedro, Calif. Although I



NEW SUB HUNTER—Plastic tail of Navy's P3V-1 prototype ASW plane houses MAD gear. Armament includes rockets, torpedoes and depth charges.

never served on board, I knew most of her crew when she became a tender.

Reading about her again reminded me of an incident that took place early in 1915—*uss Pittsburgh* was being re-boilered at Puget Sound Navy Yard and we formed a small reserve crew on board. Dick Turpin, GM1, was a member of the crew. Dick was scheduled for transfer to *Cheyenne* and one Friday evening, bag and hammock lashed, Dick reported to the quartermaster for logging out. Suddenly, Dick asked for his orders, saying he preferred leaving next morning. He unlashd and swung his hammock in the casemate where he had been stationed.

Before breakfast next morning, he again appeared on the quarterdeck, checked out and went to *Cheyenne* across the dock.

When asked why he hadn't checked out the night before, as he had first planned to do, Dick said he had transferred to *uss Maine* on a Friday and she blew up. Later he transferred to *uss Bennington* on a Friday and she blew up. He said he didn't want to transfer to *Cheyenne* on Friday and have her blow up, too.

With regard to a monitor's cruising speed: I recall that in November 1917 *uss Supply*, in which I was serving, towed *uss Monterey* from Guam to Honolulu at three knots all the way. *Supply's* cruising speed was ordinarily six knots.

John J. Wagner, SKGC, usn (Ret).

• *Thanks for the footnotes on Cheyenne. It's interesting to hear about the old timers; both ships and the men who sailed in them.*—Ed.

...how to send ALL HANDS to the folks at home

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

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THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **USE COMMON SENSE** — We've heard via the grapevine that some Navymen, when visiting foreign ports, have been carried away with their enthusiasm for collecting souvenirs. When this occurs, it puts considerable strain on the friendly feelings earlier created by your shipmates.

One important point to bear in mind: Be careful to treat any foreign flag with the same respect you would accord your own. It should not (repeat NOT) be treated casually, even though the form in which it appears may seem to you to be no more than a paper sticker.

In other words, use common sense when visiting a foreign port. Don't fiddle with foreign flags, national monuments or any other symbols of national pride.

• **PER DIEM FOR TAD** — Many commands are not interpreting *Joint Travel Regulations* correctly, apparently.

It seems that some commands authorize per diem in orders for temporary additional duty, performed in the vicinity of a man's permanent duty station, when it should not be paid at all. Other commands authorize per diem for all trips which last more than 10 hours, even though the travel is performed in the general area of a permanent duty station and at no additional expense to the individual.

Per diem payments under these circumstances are prohibited by Par. 6450 of JTR, which says: "Expenses incurred at duty station, incident to travel to and from home

and place of duty, or to short trips within the immediate vicinity of the duty station, are not payable."

Because of this, TAD orders to nearby points which provide for per diem should only be issued when the time required for the temporary duty, plus necessary travel time, actually exceeds 10 hours, or if you must remain away from your permanent station more than one day and can't return home daily.

If your command considers it necessary to issue you orders, even though the travel is of less than 10 hours' duration, or performed within the vicinity of your permanent duty station, the following statement must be included in the orders: "In accordance with JTR, Para. 6450, no entitlement to per diem allowances is involved in the execution of these orders."

As a general rule, "A member who is not required to change normal living arrangements as a direct result of performance of TAD should not be issued orders authorizing reimbursement under the JTR."

TAD from ships is subject to this same general rule, but ships are faced with different circumstances. The prime consideration here is the location of the ship during the period of TAD. If the ship will remain in the vicinity during the period of TAD, orders may not be necessary.

Many times, even without orders, Navymen may be reimbursed for transportation expenses incurred while on official business in and around a permanent station. Para. 046377 of the *Navy Comptroller Manual* provides for this. Also, Para.

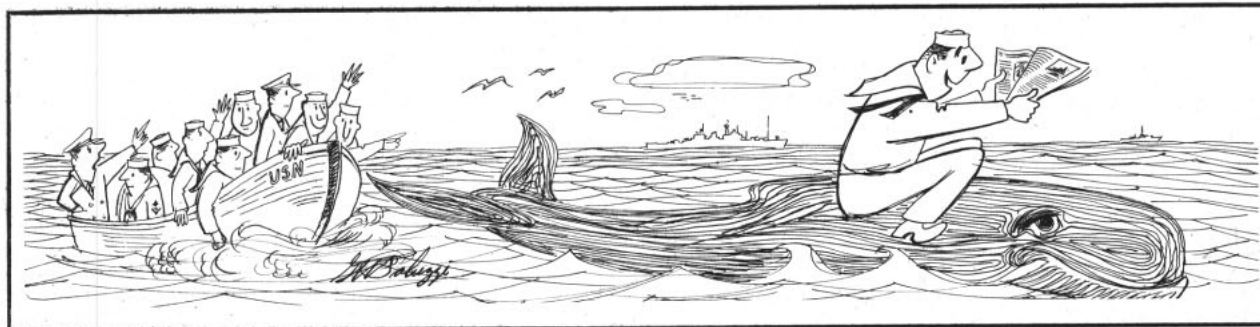
4205-4 of JTR (if you have orders), or Para. 044026 of the *Comptroller Manual*, if you have no orders, allows enlisted men to be reimbursed for meals missed while away from a permanent duty station.

BuPers Notice 1320 of 2 Feb 1961, which explains the TAD per diem rules, isn't intended to prohibit the payment of per diem when it should be paid. It was issued only to clarify certain points which appear to be misunderstood by a few commands. Full information may be found in that notice. Maybe you should review your TAD policies.

• **SERVICE RECORD PAGE** — There'll be a brand new page in your service record before this year is over. To be known as the History of Assignments page, it will provide the Navy with a quick check point on just where you've been and what you were doing there during both your current and previous enlistments.

The new page resulted from a recent study conducted to determine the need and desirability of changes to the enlisted service record. This study was staged concurrently with the establishment of the Enlisted Personnel Diary as a pay record order.

The History of Assignments will be page five in your record. Previously, page five was the Gunnery Record (now discontinued) which listed any qualifications you possessed in small arms firing and at key gunnery stations. Existing Gunnery Records will be retained in the service record and forwarded with closed-out records, while any future entries on that subject will be made on the Administrative Remarks page (page 13). The new page five, which somewhat resembles the old Continuous Service Certificate dropped shortly after World War II, will also be used to record reenlistment



THERE'S A WHALE of a lot of information in ALL HANDS. Please see that nine other Navymen get to read it.

bonus information which heretofore was entered on page 13.

If you are scheduled for discharge, extension of enlistment, transfer to the Fleet Reserve, retirement or release to inactive duty sometime this year, your History of Assignments page must be completed before such an event occurs. Otherwise, the new page will be initiated into your record whenever (between now and next December 31st) the workload at your ship or station's personnel office permits.

Other changes are in the works, too. Slated for the near future are revisions to the Navy Occupation and Training History (page four) and administrative remarks pages, and a new Transfer and Receipts page. In addition, a uniform leave record will be used for both officers and enlisted men.

• **ACTIVE DUTY RESERVISTS** — The Chief of Naval Personnel has designated 76 open rates in which Naval Reservists who served on active duty before 1 Sep 1958 may enlist in the Regular Navy after they complete their current obligated active duty.

This revised list is part of a continuing effort to afford qualified Naval Reservists on active duty an opportunity for a career in the U.S. Navy. If your rate is listed, here's your chance.

Open rates, recently announced as Change Seven to BuPers Inst. 1130.4F, include:

QM2, 3	CT1, 2, 3	AT1, 2, 3
RD1, 2, 3	PN3	AO3
SO1, 2, 3	MU1, 2, 3	AQ1, 2, 3
TM2, 3	MM1, 2, 3	AC3
GS2, 3	MR1, 2, 3	PR2, 3
FT2, 3	BT3	PT2, 3
NW2, 3	BRC, 1	SN, SA, SR
MN3	EM1, 2, 3	AN, AA, AR
ET1, 2, 3	IC1, 2, 3	TN, TA, TR
IM3	CE2, 3	CN, CP, CR
QM2, 3	SW3	
RM1, 2, 3	AD3	

• **WATCH THAT INSURANCE** — Senior naval aviators have been cautioned not to be too hasty about canceling the extra aviation risk premium in their insurance policies.

It appears that many officers who have been aviators for more than 20 years and have reached the age of 45 have canceled the aviation risk premiums because they believe they are prohibited from flying in other than a passenger status. *This is not true.*

The false impression apparently stems from the laws and regulations which govern entitlement to incentive pay for flying. These, in general, require an individual to possess competent orders to duty which requires actual participation in aerial flight to be eligible for flight pay. OpNav Inst. 3710.15C, however, modified this somewhat and told aviators who had been designated 20 years or more that they didn't need to fly four hours a month to earn their flight pay.

This instruction *did not*, however, prohibit operational or administrative flying. Any Category IV aviator could be ordered to fly in other than a passenger status at any time and with short notice.

To cancel the extra insurance protection could cause future hardship to the beneficiaries of any such aviator who is killed in an aircraft accident.

• **NAVAL HISTORICAL RELICS** — Do you have stashed away in your home or your quarters a ship's flag, a commissioning pennant, an old sextant or barometer, a steaming log, a picture or two, or, for that matter, one of the torpedoes ADM Farragut damned so decisively and so heroically at Mobile Bay? Do you know of anyone else who does? If so, why not give some thought to sharing your prized naval relics with the public, rather than leave them moldering away in an old sea chest, or gathering dust in the attic.

The Director of Naval History, who is also the Curator for the Department of the Navy, conducts a never-ending quest for any and all memorabilia commemorating historically significant naval events. The flag which flew from the aircraft carrier *USS Enterprise* during the Battle of Midway would be a typical example.

All contributions of such items, with background information, are gladly and gratefully accepted, and become part of a large and growing naval collection, a large portion of which is constantly on display before the public.

If you can help, contact:

RADM E. M. Eller, usn (Ret.)
Curator for the Department of the Navy
Office of the Chief of Naval Operations
Washington 25, D. C.

This month's quiz deals with medals and ribbons. The bible on this subject is the *Navy and Marine Corps Awards Manual* (NavPers 15,790 — Rev. 1953). It's a good book to be familiar with and it has settled many a hot argument. It also gives the correct answers to the following questions — as does page 49.



1. Shown here is the highest decoration a Navyman can earn. It is awarded by the President in the name of Congress and is called the:

- (a) Congressional Honor Medal
- (b) Navy Medal of Honor
- (c) Congressional Medal of Honor

2. A small bronze star worn on a Presidential Unit Citation ribbon shows that the wearer:

- (a) Is entitled to a second Presidential Unit Citation.
- (b) Served in a combatant ship during the period for which the award was given.
- (c) Is entitled to one Presidential Unit Citation.



3. Armed Forces Reserve Medals are awarded to:

- (a) Reserve officers who have completed eight full years of satisfactory federal service.
- (b) Officers and EMs of the Armed Forces Reserve who have completed 10 full years of satisfactory federal service.
- (c) Former Reservists who transferred to the Regular service after eight years of Reserve service.

Answers for this month's Quiz are on page 49.

THE BULLETIN BOARD

Pointers for the Navyman Who's Getting Ready to Buy a Home

What do you know about buying a house? If and when you decide to buy a home, it will undoubtedly be one of the more important decisions of your life. For the benefit of Navy families that are considering such a purchase, we are reprinting here a comprehensive roundup on the subject prepared by the Judge Advocate Generals of the Navy, Army and Air Force.

PROBABLY ONE OF THE LARGEST purchases and one of the most important in every person's life is that involving his home. Many service personnel buy and sell several houses during the course of their service careers, and, therefore, feel that they become more or less expert in this type transaction. A great many people, however, will be going through their first experience, and, while this discussion is not intended to answer all questions, it will point out a few of the areas most frequently asked about.

A few simple definitions would be the best place to start such a discussion as this. The terms most commonly run into are as follows:

Sales Contract, Agreement to Purchase, Agreement to Buy and Sell, Land Contract — All of these terms mean approximately the same thing and refer to the document which is signed by both the buyer and seller, and which contains the agreement to buy and sell, and the terms on which the sale is to be made. It is important that all of the terms discussed and agreed upon be included in this document. The method and terms of financing should usually be included. The items of personal property, if any, which go with the house should be specified. The date of settlement and date of possession should be clearly set forth. No verbal agreements should be made. The whole agreement should be clearly written down regardless of what the seller, purchaser, or real estate agent may say.

Title Search — This is the examination by an attorney of the records of

the county, wherein the property is located, to determine if the seller has good legal title to the property and is able to sell on the terms that he has agreed on.

Certificate of Title — A document given by the attorney to the purchaser certifying that he has searched the land records and finds the title to the property to be good with any exceptions which he specifies. This is not a guarantee but is simply a certification by the attorney that he has done certain work, and the professional opinion that he has reached as a result of this work.

Title Insurance — This is actually an insurance policy issued upon the payment of a single fee, which insures that as of the date the policy was issued, the title to the property described in the policy was good of record.

Brokerage Fee — This is the percentage of the amount of an FHA loan which a lending institution charges for lending the money. This is not usually charged on conventional loans. The law limits the amount chargeable to a purchaser to one per cent (or one "point") but does not limit the amount of the fee which may be charged a seller; therefore, it is a point to be considered when attempting to sell your property when the purchaser intends to obtain

an FHA insured loan. Therefore, the seller should specify, in the contract, the maximum number of "points" which he is willing to pay.

FHA Loan — There are two general types of FHA loans involving homes; the so-called Conventional FHA which is available to anyone who can qualify, and the so-called "In-Service" loan, which is available only to armed forces personnel on active duty. The FHA or the Federal Government does not actually lend the money. Their function is to insure the lending institution which does lend the money. They are reimbursed for their insurance at the rate of one-half of one per cent per year. With "in-service" loans, the one-half of one per cent mortgage insurance is paid by the service to which the purchaser belongs.

Conventional Loan — This is usually used to identify or to describe a loan obtained from a bank. Such a loan normally will not be granted for more than 60 per cent of the appraised value of the property.

Deed — This is actually the paper title to your property. The seller executes a deed to the purchaser.

Mortgage — An instrument whereby the title to the property is conveyed to the lender to secure the payment of the loan.

Deed of Trust or First Trust — An instrument whereby title to the property is conveyed to a third-party trustee to secure payment of the loan.

Second Trust — A deed of trust which is secondary to, subordinate to, or in addition to, a deed of trust already on the property. This is an additional obligation not permitted with FHA financing.

Assumption — A procedure whereby the seller conveys the property subject to an existing indebtedness and the buyer assumes the obligation to pay the indebtedness. The seller is, in effect, simply selling his equity in the property to the purchaser, and between the lending institution and the seller, the seller is

All-Navy Cartoon Contest
Charley Wise, HM1, USN



still primarily liable for the debt unless relieved by the lender. As between the seller and purchaser, the purchaser, of course, is responsible for payment.

Refinancing — This is the procedure whereby the purchaser borrows sufficient money to pay off the seller's existing indebtedness and, also, pay the seller for his equity. The effect of this step is to create a new obligation in the purchaser and to completely release the seller from any obligation on the property.

FHA Appraisal — The value placed on the property by the Federal Housing Administration and the value on which they base their willingness to insure. The FHA, on an "in-service" loan, will insure an amount up to \$20,000, or 95 per cent of the appraised value, whichever is less.

Certificate of Eligibility — Department of Defense Form 802, which must be obtained from the serviceman's personnel office, and which certifies that he is eligible for an FHA in-service loan.

Certificate of Termination — Department of Defense Form 803, which must be executed and sent to the various offices, as required under current instructions, when a serviceman sells or transfers his interest in property on which he has an "in-service" loan, or when the serviceman is released from active duty.

WITH THESE DEFINITIONS in mind, we might proceed to a consideration of the procedures involved in purchasing. This article will not attempt to tell anyone how to buy a house. Suffice it to say, since the investment is a large one, it should be very carefully considered. People who buy hurriedly without due consideration and without careful comparison of the market may find themselves disappointed. Size, location, method of construction, proximity to schools, churches, bus lines, as well as price, must all be considered.

The buyer should not allow himself to be stampeded into hurriedly signing a sales contract, because, once his signature is on the dotted line, he finds that he has incurred certain legal obligations which he must go through with. Until he signs the document, he is still free to negotiate, change his mind or look around further. This is why the sales

All-Navy Cartoon Contest
H. L. Funston, BT2, USN



"We could install a picture window."

contract is so important and why the entire agreement should be clearly written. For instance, if financing has not already been arranged for, and a certain type of financing is going to be required, that is, an FHA "in-service" loan, with a mort-

gage of at least a certain amount, then the contract should specify that it is contingent upon the purchaser obtaining such a loan, and if he does not obtain the loan, that the contract shall be void at his option. If certain personal property is to be included with the house, this property should be itemized so that there can later be no argument as to what goes with the house and what doesn't go with it. If possession on a certain date is necessary, this should be carefully spelled out and the question of possession or the time of possession be made of the essence in the contract. If the purchase is to be contingent upon all equipment and appliances being in good working order—this should be clearly spelled out. It is usually desirable to make the contract contingent upon the seller furnishing a certificate that property is free of termites.

WHAT'S IN A NAME

CoMidEastFor

The area of COMIDEASTFOR (Commander, Middle East Force) ranges from the towering Himalaya mountains to the mud flats and marshes of Iraq, and from rainless deserts to the over-400-inch rainfall regions in India.

Although his force of five ships (AVP flagship, plus four destroyers) operates mostly in the Persian Gulf and the Gulf of Oman, his area of responsibility extends from the Soviet frontier to the Equator and from Ethiopia to Burma. His territory includes the Red Sea and the Persian Gulf and takes in nearly all the Indian Ocean north of the Equator. In addition, it extends inland to include all the countries facing the Red Sea, Persian Gulf, Arabian Sea, and western Bay of Bengal as far as the Burma frontier.

For the Rear Admiral who is commanding this force, it is almost an adventure out of the Arabian Nights. In his role as naval officer-diplomat, he makes official calls which range from city officials to rulers of nations.

In addition to greeting these men in their homeland, he also entertains them aboard his glistening white flagship, which has been specially redesigned for duty as flagship. In this far-off Arab world, where the predominant religion is Islam, he encounters many customs that are very much different from Western ones. In addition to the Moslem world, his area also includes the Hindu population of India.

For the most part, MIDEASTFOR ships, which operate under the control of the Commander in Chief, U.S. Naval Forces, Europe, routinely patrol between ports in the area. Occasionally they join foreign navies in at-sea exercises.

When the command was established in January 1949 it was Commander, Persian Gulf Area. In August that same year, however, the name was changed to Commander, Middle East Force.

This group of small ships forms a nucleus of the force that could be developed if trouble comes to that area.

In the meantime, it forms a powerful people-to-people force in a critical area of the world.



In new construction, two points usually are extremely important from the standpoint of the purchaser. One is that the date of possession be made firm. In the actual construction of a building, the contractor may encounter many delays, some unavoidable, but many of his own making—such as when he is trying to build more houses at one time than he can actually handle. If a contract simply reads that possession will be given on or about a certain date, the builder or seller cannot usually be held to delivery on that specified date. He would always be permitted a "reasonable" time thereafter in which to complete the property.

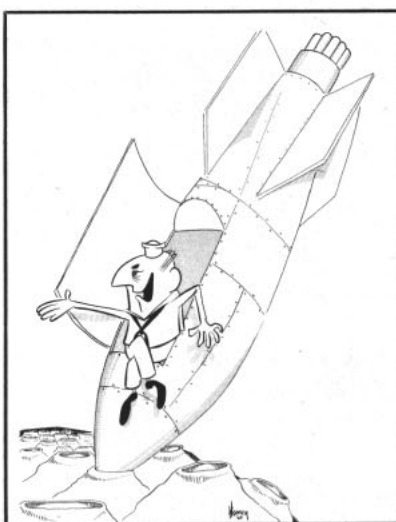
What is "reasonable" would depend upon the circumstances at the time, and in most instances, a builder can give a dozen apparently valid reasons why he hasn't managed to finish the house. If your contract, however, is contingent upon receiving possession a certain day with time of the essence of the contract, then it must be delivered on that day or the contract will be voidable. When the builder knows he must deliver, then he has an incentive to make sure the property is finished.

The second important point on new construction is that, the warranty given—called a Warranty of Material and Workmanship—be clearly spelled out. If the property has a basement, there would normally be given some sort of a guarantee of a dry basement for at least a year. It is to the purchaser's benefit to have these guarantees or warranties spelled out in detail rather than having just a general statement to the effect that the building is guaranteed to be of sound construction.

The really important thing in a sales contract is that the purchaser and also the seller *not* rely on a verbal assurance or promise in regard to the transaction. Every agreement should be clearly *written* down either in the contract itself or, if a modification is later made, in a separate instrument, signed by both parties and referring back to the contract.

Once the contract is signed, then, of course, the buyer must take steps to get his financing arranged, to get the title searched and to get all of the details accomplished which have

All-Navy Cartoon Contest
Clifford H. Easterling, DM3, USN



"Ah, shore duty at last."

any connection with the real estate transaction. The seller really has very little to do at this point. He is mainly interested only in getting his money and delivering a deed at the proper time.

Settlement may be handled by individual attorneys, by title companies or by escrow companies, depending on where the transaction is taking place. Different states have different procedures for this matter. In any event, however, it is the buyer's responsibility and in his best interest to get the ball rolling as quickly as possible and get all of the details taken care of. This may take longer than contemplated, particularly if an FHA appraisal is not ready on the property or if the groundwork on a loan has not already been done.

It will sometimes take two to three months to get an FHA appraisal, owing to the volume of work which they have to accomplish. In addition to this, of course, application for a loan must be made with a lending institution—they have to check the person's application and usually present the application to a board for approval or disapproval—all of these things will take time.

About all that a purchaser can do at this point is try to get all of his necessary paperwork accomplished as quickly as possible, and then, sit back and try to wait as patiently as possible for the other matters to come around in due course. If the purchaser is assuming an existing

loan, the time lag is only a fraction of what it will be if he is financing or refinancing.

IN ASSUMING an existing loan, the deal is simply between the buyer and the seller. Neither the lending institution nor the FHA (if it is an FHA-insured loan) has interest in it. Depending upon the workload of the attorney, title company, escrow company or whoever is handling the settlement on an "assumption," there is no reason why the whole transaction cannot be completed within a week.

In a purchase, however, the settlement costs must be counted as additional expense in connection with the purchase. These costs vary considerably in different areas of the country and, also, vary according to whether or not the transaction is a refinancing or an assumption. In an initial financing or refinancing, in at least one area of the country, settlements costs to the purchaser for an FHA "in-service" loan on a \$20,000 house may run anywhere from \$500 to \$800. These costs include such things as the one per cent brokerage fee, title search, title insurance, preparation of deeds of trust, recording of deed and deeds of trust, the attorney's settlement fee, prepaid insurance and prepaid taxes, etc. In an assumption, of course, there is no brokerage fee involved, a title search may be dispensed with if the buyer wishes, and, therefore, the cost of settlement to the purchaser can be cut considerably. He will still have to pay prepaid insurance and taxes, and pay for the various documents involved, with stamps, recording fees and recording taxes where applicable.

The seller is much better off so far as expenses are involved with two main exceptions. If he sells through a real estate agent he, of course, has to pay the agent's commission, which would generally run around five per cent of the selling price. He must also be wary of the brokerage fee or "points," as was stated earlier in the case of FHA-insured loans.

The law permits the charging of brokerage fees, but prohibits a purchaser from being charged more than one per cent of the amount of the loan. If the current going rate of discount, or brokerage fees, or "points" is three per cent, for instance, the purchaser may be charged

one per cent, but the seller, then, in order to have the deal go through, must pay the additional two per cent. This can be a real problem in certain areas with certain types of houses because "points" have been known to go as high as eight or 10.

This means that a seller, if he is going to sell his house under an FHA loan, will have to pay seven to nine per cent of the loan in order to sell. This may, of course, be prohibitive, so it might well be wise actually to put into the contract how much the seller is willing to pay in the way of points.

For income tax purposes, only the interest paid for the period after ownership begins, real property taxes apportioned for the period of ownership during the year, and state taxes on deeds, mortgages, and trusts are deductible. Most other charges on settlement, except adjustments and escrow charges for property insurance and real estate taxes, are capitalized as a part of cost, or constitute an expense of sale to the seller. Insurance and property tax items are "used up" with the passage of time and also are again adjusted upon subsequent sale. If an insurance policy is "assumed," be sure to obtain consent to the assignment, in writing, from the insurance company.

Whether a person is buying or selling, it is an important transaction. Unless he is extremely experienced in dealing with real estate, he will always do well to consult an attorney. Your local legal assistance officer can frequently give you advice on a particular contract or transaction and, when a practicing civilian counsel is needed, he can refer you to a member of the local bar through a bar referral agency. It is false economy to attempt to save some money by cutting out attorney's fees. While it might be felt sometimes that the fee is high or that the attorney's services are not necessary, obtaining the services of a competent local attorney to advise and guide on a real estate transaction is just like obtaining an extra insurance policy. You may not feel you really need them but you might be glad you had them.

One last piece of advice—whether you're buying or selling, be sure of what you're doing before you commit yourself by signing your name to a transaction.

If You Have Reserve Obligation Keep Uniform After Release

If you are released from active duty and know you have a Reserve obligation to fulfill, you probably wonder how you are going to meet it.

Here are a couple of items of information which will help you get on the right track.

You will receive a letter from the commandant of your naval district within one month after your release,

giving the name of your nearest Naval Reserve activity and a time for you to report there for an interview. You will learn in this interview what opportunities are available to you.

Be sure to keep your uniform after your release. Most Naval Reserve activities require their use. If you don't have one in your possession, you may have to dig into your pocket to buy a new one. Sometimes information about your uniform is not given.

HOW DID IT START

Hibernator Joins Rackman

In earlier issues (August and October 1957) of *ALL HANDS*, we took note of an unofficial new rating — Rackman (RK) — which seemed to be sneaking into the Navy rating structure. It was to be conferred upon any heavy-lidded individual who consistently remained prone for at least 36 hours at a stretch.

The pre-nuclear *USS Seawolf* (SS 197), which claimed to have pioneered in the field, went so far as to lay the groundwork for advancement to Warrant Rackman status, and *USS Yorktown* (CVS 10) added further refinements. One *Yorktown* Rackman Striker designed a rating badge featuring a pillow and a snoozing crow; others investigated the possibility of establishing an aviation branch (RAK), and still others worked out a line of promotion into the LDO ranks.

The ramifications of all this, we thought at the time, were practically boundless. We visioned especially talented practitioners of advanced somnolence progressing some day, perhaps, all the way to four-striper, or maybe even flag rank.

Now, however, we've learned of a development which could open up well-nigh endless new horizons for truly artistic and accomplished Navy sack artists. It may well give them a chance to carry flat-on-the-backsmanship to its logical, and ultimate, conclusion.

Manned space travel, we're told, is just around the corner—and both science, and the Navy, are taking a heavy-lidded look at the phenomenon known as hibernation as a possible aid to such travel.

We're not sure of all the details as yet, but it appears that studies thus far have convinced scientists that hibernating animals, far from being in the state of deep sleep in which they are popularly supposed to be, exist during the period of hibernation in a sort of suspended animation. During this time, bodily functions

slow down to a fraction of their normal rate. The need for food, drastically reduced because of inactivity, is supplied entirely from stored-up body fat.

It's this business of being able to exist on reduced amounts of food energy supplied by the body itself during the state of hibernation which interests Navy space experts, who have been wrestling with the problems posed by the vast amounts of food which would at present have to be packed aboard a rocketship scheduled for an extended space trip. This gives rise to yet another possibility. The hibernation program might be thrown open to another unofficial rating group, the Chowhounds (CH)—if they can also qualify as Rackmen.

We'll content ourselves, for the time being, with the observation that in our travels we've met a lot of Navymen who appeared to be, at the very least, in a state of suspended animation—and with the thought that, when and if a call is issued for the new specialty group of Hibernator (HB), there should be no shortage of qualified volunteers—provided enough of them can be awakened sufficiently to fill in the application forms, that is.



There Are More Openings in Navy's Nuclear Power Program

IF YOU ARE AN ENLISTED MAN interested in training and duty in the Navy's nuclear power program, there are plenty of opportunities, providing you are qualified.

More and more nuclear submarines are joining the Fleet. Nuclear-powered surface ships are beginning to appear on the scene. Someday a majority of the Navy's combatant ships may have nuclear propulsion plants.

Though the opportunities are not open to all ratings, provisions do exist in many cases for a change in rating. You might investigate the possibilities if you are interested but are not in an eligible rating.

There are four separate programs. Program One is for nuclear-powered submarines. Program Two is for nuclear-powered surface ships. Program Three is for the Army's package power reactor. Program Four is the nuclear support program.

If assigned to operate a propulsion plant on a nuclear-powered ship, you would receive a year's training in theory and operation. If you went into Program Three, you would also receive a year's training. If Program Four, the length of your instruction would vary with the type of training needed.

Program One—Nuclear-Powered Submarine Program

This program is open primarily to EM, EN, MM, IC and ET ratings in pay grades E-3 to E-7, plus HM1s and HMCs. Other rates may apply and change rating preliminary to nuclear training. The course of instruction is in two phases.

First is the Basic Nuclear Power Course. Devoted to technology and science, it is 24 weeks long, and is held either at the Submarine School, New London, Conn., or the Nuclear Power School, Mare Island, Calif. Here, you will receive background and theoretical knowledge in nuclear power.

Second is the Operational Nuclear Power Course, also of 24 weeks' duration. It is conducted by three different Nuclear Power Training Units—at Idaho Falls, Idaho; Windsor, Conn.; and West Milton, N. Y. At the unit you will receive experience by operating a prototype plant on a watch section or a shift basis. You'll get individual instruction, along with

general classroom work.

Program Two—Nuclear-Powered Surface Ship Program

Personnel in pay grades E-3 to E-7 of the following ratings are eligible: ET, MM, BT, EM, IC, and IM. HM1s and HMCs are also eligible.

Instruction is the same as for Program One. Locations differ somewhat, however. If selected, you would receive basic training at the Submarine School, or at the Nuclear Power School, and your operational training at Idaho Falls, Idaho, or Schenectady, N. Y.

Program Three—Army Package Power Reactor Program

The Navy participates in this program to train personnel in the operation and maintenance of land-based nuclear power plants. It is open to

CEs, UTs, SWs, CMs and EOs in pay grades E-3 to E-7 and to HM3s, HM2s, HM1s and HMCs. Three phases, each of four months' length, form the course. Most of the operational training takes place at Fort Belvoir, Va., though some may take place at the National Reactor Testing Station, Idaho Falls, Idaho.

Program Four—Nuclear Support Program

Personnel in pay grades E-3 to E-7 of the following ratings are eligible: HM, ET, EN, MM, IC and MR.

Program Four is designed to provide a maintenance capability for the support activities for nuclear-powered ships. It is here that nuclear repair personnel of repair departments of tenders and bases get their training.

The training varies with the rate and rating. For example, hospital corpsmen, who train in health physics, would first attend the Basic Nuclear Power course at New London, and then take a 10-week specialized course. This would be followed by three months of operational experience at a prototype plant.

Eligibility Requirements

The eligible rates for each program have already been listed. All programs require that the candidate:

- Be motivated for the program.
- Have a minimum combined test score of 110 in GCT/ARI or ARI/MECH.
- Be a high school graduate or have a GED equivalent.
- Be not more than 32 years old.
- Have (or be eligible for) a Secret security clearance.
- Be a U.S. citizen.
- Be recommended by your C.O.

Programs Two and Three require 48 months' obligated service at the time of reporting for the course of instruction. For Program One it is a 36-month requirement, while for Program Four it is a 30-month requirement. Provisions exist for extensions of enlistments in order to meet obligated service requirements.

All but Program One require physical qualification in accordance with Art. 15-29A of the *Medical Department Manual*. Program One requires qualification for submarine duty in accordance with Art. 15-29.

Now Fifteen Nuclear Subs

uss *Shark* SS(N) 591 was commissioned at Newport News, Va., early this year to become the 10th attack-type nuclear submarine now in service.

Her addition to the Fleet boosts the over-all total of commissioned nuclear submarines to 15. About 30 others are under construction or have been authorized.

The nuclear subs now in service are:

3180-Ton Attack Class Submarine

SS(N) 571, *uss Nautilus*

3260-Ton Attack Class Submarine

SS(N) 575, *uss Seawolf*

2310-Ton Attack Class Submarines

SS(N) 578, *uss Skate*

SS(N) 579, *uss Swordfish*

SS(N) 583, *uss Sargo*

SS(N) 584, *uss Seadragon*

2850-Ton High-Speed Attack Class Submarines

SS(N) 585, *uss Skipjack*

SS(N) 589, *uss Scorpion*

SS(N) 591, *uss Shark*

2490-Ton High-Speed ASW Submarine

SS(N) 597, *uss Tullibee*

5450-Ton Radar Picket Submarine

SS(N) 586, *uss Triton*

Guided Missile Submarine

SSG(N) 587, *uss Halibut*

Fleet Ballistic Missile Submarines

SSB(N) 598,

uss George Washington

SSB(N) 599, *uss Patrick Henry*

SSB(N) 601, *uss Robert E. Lee*

In addition to its high school requirement, Program Three calls for credit for a course in algebra from an accredited high school or USAFI.

If qualified for any of these programs, and a non-submariner, you may submit your request for such training on NavPers Form 1339, "Enlisted Evaluation Report," via your CO direct to the Chief of Naval Personnel (Attn: Pers B2131). If serving in submarines, however, you would apply as directed by your force commander.

More complete details about the nuclear power program may be found in the *Enlisted Transfer Manual* (NavPers 15909A), pp. 203-211.

Advanced Nuclear Power Training Is Available To Officers Qualified in Subs

If you are an officer qualified in submarines and of the rank of LCDR or below you may be able to apply for assignment to an advanced nuclear power course. A following step would be assignment to a nuclear submarine.

If you are selected, you will be ordered to the six-months' Nuclear Power Course either at the Submarine School, New London, Conn., or at the Nuclear Power School, Mare Island, Calif. Following this will be an additional six months of instruction at the prototype sites at Arco, Idaho; West Milton, N. Y.; or Windsor, Conn.

To qualify you must:

- Be a USN or USNR officer on active duty in the grade of ENS to LCDR.

- Be designated "Qualified in Submarines" as an officer. COs may forward applications of candidates who are in the process of completing their submarine qualifications, stating in the endorsement the estimated date that the candidate will be nominated for qualification.

- Be a college graduate with credits in physics, and mathematics through calculus.

- Certify that you understand successful completion of the one-year instruction period will result in two years of obligated service in addition to your present obligation—and that time spent in training shall not count as part of obligated service should you drop out at your own request.

BuPers Inst. 1301.28A, which sets

ANSWERS TO QUIZ AWEIGH

1. (b) Navy Medal of Honor.
 2. (a) The wearer is entitled to a second Presidential Unit Citation.
 3. (b) Officers and EMs of the Armed Forces Reserve who have completed 10 full years of satisfactory federal service.
- Questions for this month's Quiz Aweigh are on page 43.

forth these details, points out that the limited input to the nuclear program makes it impossible to assign all interested officers to this training. Officers are therefore encouraged to submit such other applications for specialized training or special duty as they may desire without reference to their pending application for nuclear training. They will be made available for the training that best serves the needs of the service and the individual officer.

You need apply only once for this training. Applications will be kept on file at the Bureau and each request will be considered when selections for the program are made. Applications for the course will be acknowledged.

Officers ordered to duty in nuclear submarines must be graduates of the submarine nuclear power training program. They will be given equivalent technical training regardless of their prospective departmental assignment in order to permit later rotation among the ship's departments in conventional manner.

All-Navy Cartoon Contest

Howard P. Wood, Jr., CMA3, USNR



"This is our new ejection seat test stand, Admiral.—Why yes Admiral, sit right down, it's perfectly safe. We never leave it armed when . . ."

More Drawing Proficiency Pay, Next Exam Scheduled in May

An additional 22,385 petty officers have been drawing proficiency pay since January. Except for 30 E-6 and E-7 recruiters, the new pro-payees are personnel in pay grades E-4 and E-5. Representing the successful ones among some 60,000 candidates who took the pro pay examinations last November, they now draw pro pay P-1 of \$30 per month.

With the addition of this new group there are now three main groups drawing pro pay. The first group (originally 25,767) took the pro pay exams in November 1959 and began drawing it 16 Jan 1960. The second group (originally 28,187) took the exams in May 1960 and began drawing pro pay 16 Jul 1960. Included in the second group were 523 E-5s, 472 E-6s and 255 E-7s in nine technical ratings who were awarded the pro pay grade P-2 of \$60 per month.

The pro pay program is being revised to assist in increasing career strength in the critical ratings. See BuPers Notice 1418 of 2 Mar 1961.

The number by ratings in the PO third and second class grades for the latest group is as follows:

Rating	E-4	E-5	Rating	E-4	E-5
AB	190	188	JO	33	23
AC	203	190	LI	29	35
AD	115	116	MA	10	10
AE	598	510	ML	11	13
AG	161	93	MM	1080	673
AK	25	26	MN	45	75
AM	25	26	MR	177	104
AO	38	39	MU	65	69
AQ	161	107	NW	140	59
AT	1425	1193	OM	25	15
BM	83	85	PH	8	10
BT	578	527	PM	15	4
BU	124	55	PN	51	52
CE	59	29	PR	13	13
CM	10	11	PT	6	20
CS	82	84	QM	170	183
CT	409	415	RD	544	319
DC	24	25	RM	904	674
DK	21	22	SD	5	5
DM	48	33	SF	389	434
DT	12	13	SH	43	45
EM	890	681	SK	83	85
EN	114	116	SM	231	209
EO	10	11	SO	369	254
ET	857	458	SV	7	5
FT	430	275	SW	34	26
GM	85	87	TD	139	159
GS	73	87	TM	220	226
HM	130	133	UT	56	53
IC	440	232	YN	134	137
IM	27	21	Total	12,483	9,872

WAY BACK WHEN

Apprentice Boys

Only in the past few years have the last of the apprentice boys been paid off. Harry Morris, TMC, who served from 1903 to 1958, is believed to be the final one. Chief Morris, like the other ex-apprentices, wore a figure eight knot insignia on his uniform.

For a number of years the apprentice system formed a major part of the Navy's training program for enlisted men. Its purpose was to attract high caliber youngsters into the Navy and give them instruction in seamanship, gunnery and the rudiments of a general education. It was introduced during the period 1875-80 and ended in 1904. The present method of recruit training is, in part, an outgrowth of this system.

Apprentices entered the Navy between the ages of 14 and 18 and served until their 21st birthday. Unlike other applicants of that time they could not be enlisted at recruiting stations. Instead, they reported to one of the Navy's receiving ships at Boston, New York, Philadelphia or Mare Island. After 1883 they could also enlist at the training station at Newport. It was preferred that their parents or guardian accompany them when they applied.

They were examined by a board consisting of the CO, one other line officer and a medical officer. By regulations of the time, the latter could qualify some pretty small lads. For the 14-year-olds four-foot-nine and 70 pounds were the minimum height and weight, while for the 16-year-olds the figures were five-foot-one and 90 pounds.

Applicants had to be able to read and write or "in special cases where the boy shows a general intelligence and is otherwise qualified, he may be enlisted notwithstanding that his reading and writing are imperfect." (Quotes from Navy Regs of 1896.) Their character had to be well above average. Upon being accepted they became apprentice third class. Pay was \$9.00 per month.

Within one month after enlisting, the apprentice was transferred to the naval station at Newport. There he received instruction in reading, writing, arithmetic and the basic subjects of the seaman's profession. This period of shoreside training lasted six months.

Next came a period aboard a "cruiser training ship." Cruiser training ships formed a regular squadron. In 1897, for example, the Apprentice Training Squadron was formed of *Essex*, *Adams* and *Alliance*. Bark-rigged and wooden-hulled, they were 185 feet long and displaced 1375 tons. The permanent ship's company of these vessels were mature Navymen "especially adapted for that particular service, as

regards character, intelligence, and professional qualifications."

Apprentices were stationed in one part of the ship for three months, as royal yardmen at the maintop, for example. They would then be given another station. Only in case of necessity were they detailed for duty as messmen.

Cruiser training ships made a summer cruise and a winter cruise. After making both cruises, the apprentices were transferred to a cruising ship of war. At this time they were advanced to apprentice second class. Pay was \$10.00 per month.

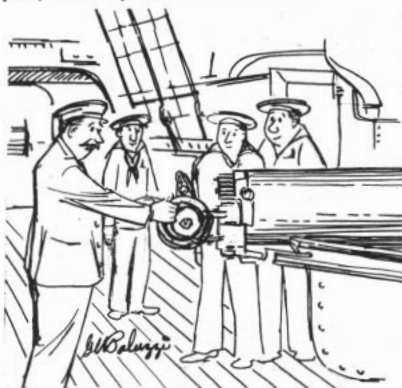
Aboard the cruising ship their duties continued to include considerable training. After one year's service, they were advanced to apprentice first class. Monthly pay—\$11.00.

Apprentices first class had a grade equal to that of seaman first class; the second class grade was equal to that of seaman second class, or ordinary seaman; and an apprentice third class was equal to that of seaman third class, or landsman. As a group these were the "apprentice boys." (There was also a rating of "boy" in the Navy of the old days.)

In view of the difficult entrance requirements, the low pay, and the varied duty they were subjected to, the question may be asked, "Why would a youngster want to become an apprentice?"

One of the reasons is that they received what was a pretty good education for the time. Grammar, history, geography and mathematics were some of the subjects offered during their apprenticeship days. At the same time they received systematic instruction in seamanship.

The apprentice training system ended in December 1904 when it became merged with the landsman training system of that time. The main emphasis shifted to basic training ashore, with a three months' course of instruction at one of the Navy's three training stations. These were at Newport, Norfolk, and San Francisco.



Policy and Regulations on Voluntary Retirement of Officers with 20 Years' Duty

If you're a Navy or Marine Corps officer and have been thinking about voluntary retirement, the chances are good that your request will be approved if you have completed 20 or more years' active duty and meet the conditions outlined in a recent directive by SecNav.

Although voluntary retirement requests will be considered on a basis of the over-all needs of the service and the merits of the individual case, favorable consideration will normally be given to officers who fall into one or more of the following categories:

- Officers, other than flag and general, with 30 years' active service.
- Flag and general officers with 30 years' active service and at least five years' service as a flag or general officer.
- Captains and colonels with at least four years' service in grade.
- Officers who have twice failed selection for promotion.
- Officers having hardship of a compassionate or unusual financial nature where retirement would definitely alleviate serious personal problems.
- Officers who are limited in assignment qualifications (for instance, those who are over age in grade, or whose health has deteriorated).

Requests by officers who do not fall into the above categories will also be given consideration. Both commissioned and warrant officers can apply.

Voluntary retirement requests should not be contingent on other administrative procedures and must be submitted at least three months in advance of the desired retirement date to allow sufficient time for processing.

In approving requests, an effective date later than the one requested may be specified by SecNav in order to provide time for orderly relief, or in some cases, completion of the current duty tour.

Requests should be addressed to the Secretary of the Navy and forwarded via the chain of command and the Chief of Naval Personnel, or Commandant, U. S. Marine Corps, as applicable.

SecNav Inst. 1811.3B lists the voluntary retirement policy.

Suggestions for the Navy Family Assigned to Duty in Greece

SOONER OR LATER you'll probably pull an overseas duty station. The chances are very good that you'll never see Greece, but our description of living conditions in that country may give you an idea of what may be encountered—with variations—in almost any area of Southern Europe.

You will need a valid passport with entry visa. Greek law requires that each person carry a Greek Government identification card at all times. Application for identity cards may be made upon arrival. Be sure that you and your family comply with all Greek and U.S. regulations regarding police pass and consul registration.

When advance information concerning expected time of arrival is known, you will be met by a representative of JUSMAGG (Joint U.S. Military Aid Group to Greece), normally the person whom you are scheduled to relieve. It is your responsibility to make every effort to inform JUSMAGG in advance of your arrival time. If no early notification can be made, contact the JUSMAGG Duty Officer on arrival and he will arrange for necessary transportation.

JUSMAGG consists of a headquarters section in addition to Army, Navy and Air Force sections.

Dependents Travel—Your dependents will be notified and advised regarding baggage allowances, passports, immunizations, etc., through regular channels. They may travel by military sea transportation or military aircraft as determined by the Department of the Navy. As a rule, air passengers leave from McGuire Air Force Base, N.J., and ship passage is from NYPOE, New York.

There are no special arrangements necessary for shipping and packing. Baggage should be marked with: *Name, rank or rate, serial number, branch of service, USNSG, American Mission, Athens, Greece.* There are no local restrictions on size or weight of cartons. The motor, serial numbers, make and year of your car should be forwarded to the Shipping and Customs Sub-Unit, Embassy Administration Services, APO 223, New York, N.Y., at the time the car is shipped. JUSMAGG has limited

facilities for temporary storage of personal and household effects. Clearance through customs usually requires about five to seven days.

Consult the nearest Naval Shipping Officer concerning the shipment of your household goods and automobiles.

Climate—The climate of Athens is generally very agreeable. The temperature ranges from 25 degrees above zero in the winter to 100 degrees above in the summer. Winter includes December, January, February and March, with an average temperature of about 40 degrees (F). Spring, consisting of April and May, has weather similar to that in Washington, D.C., during the same period. The average temperature for the summer, June through September, is about 90 degrees (F). The summer evenings are usually cool and pleasant. The humidity rarely exceeds 60 per cent and on the average is about 40 per cent. The fall months, October and November, are similar to the New England weather in September and October.

Housing and Furnishings—The deluxe hotels in downtown Athens are expensive. A single room with bath, continental breakfast included, is currently the drachma equivalent to \$5.50, a double room with bath

is \$9.00. Suburban hotels, with breakfast, cost about \$3.00 for single rooms and \$6.00 for double, with bath. Meals in downtown hotels cost about \$.50 for breakfast, \$1.00 to \$1.50 for lunch and \$1.50 to \$2.00 for dinner. These prices are slightly less in the suburban hotels. The Mission will make reservations upon notice of your expected arrival date.

The furnished houses and apartments have the bare essentials in furniture by American standards, but they do not have an adequate supply of linens, blankets, pillow slips, end tables, lamps, silver and card tables. Therefore, if you are considering a furnished house or apartment, bring a supply of these items. Refrigerators are seldom included in furnished houses and apartments. Adequately furnished places are scarce and expensive.

All necessary furniture can be obtained in Athens but good quality furniture is very expensive. Beds and mattresses may not be as comfortable as your own.

Private Housing in General—Furnished and unfurnished private houses are available in the suburbs and are suitable for most family requirements. Furnished and unfurnished apartments are available in downtown Athens but there are very few houses. Boarding houses are seldom obtainable.

Assistance in house-hunting is available through headquarters. Transportation for house-hunting in advance of arrival of your automobile will be furnished.

All houses use electricity for light. Since the electric current sometimes fails, a supply of candles or other independent light equipment is useful.

Centrally heated houses use oil, coal or coke for heating. Oil is 16-2/3 cents per imperial gallon, coal \$41 a ton for anthracite and \$39.60 for coke.

An electric stove is the principal means of cooking. However, if you have a gas stove, bottle gas is available and costs considerably less than electricity. If you bring a gas stove have it converted to burn bottle gas. Locally made stoves are available, but use a great amount of electricity.

An electric or kerosene refrigera-

All-Navy Cartoon Contest
H. L. Funston, BT2, USN



"Sure I can read. Why?"

tor is a necessity. American made refrigerators are available in Athens but they cost about three times the Stateside price.

A deep freeze is not a necessity but is very useful and convenient.

With the marble floors, a floor waxer or polisher is very useful.

If you bring any wool or cotton rugs, a vacuum sweeper is a necessity.

The electricity in Greece is 220 volt, 3 phase, 50 cycle, A.C. If you have an electric stove or refrigerator, arrangements can be made through General Services Section, EAS, for a special T-3 rate which will greatly reduce your monthly bills—but it will still be expensive.

If you bring 110-volt equipment, stepdown transformers are essential. Transformers are available in the local AFEX or from personnel completing their tours.

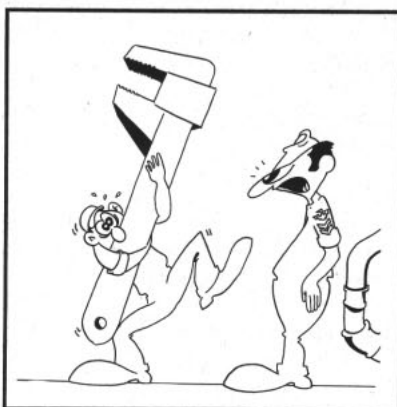
Electric mixers, toasters, irons, grills and other useful kitchen appliances may be used with transformers. Normally these appliances are available in the local AFEX. Washing machines (wringer type), refrigerators, electric stoves and deep freezers are sometimes available in the local AFEX, either directly from the store or by special order. A waiting period of four to six months is necessary on a special order of this type.

Your radio should be 220 volt A.C. or equipped with a transformer. Reasonable repairs for radios are available. If you bring a record player it will have to be equipped for 50-cycle operations. This conversion is available in Athens.

Domestic Help—The average family in Athens has a general maid, who cleans the house, washes dishes, helps with the children and does the washing and ironing. The average salary is \$25 to \$40 a month, plus a one-month bonus, usually paid half at Christmas and half at Easter. In addition, the average servant expects to live in and be given full board and room, uniforms, some off-duty clothing and medical care.

Clothing—The prescribed service uniform or appropriate civilian dress is worn by service personnel during duty hours. It is advisable to bring sufficient clothing to last your tour. Summer uniform is usually worn from 15 April to mid-October. The

All-Navy Cartoon Contest
Alfred B. Castro, SK3, USN



"Is that the smallest wrench you could find?"

appropriate uniform is prescribed for official formal functions.

Civilian clothes are required of military personnel when off duty. They may be purchased in Athens but they are high. English woolen materials are available through the Air Force Exchange at reasonable prices. Tailoring services are available at reasonable prices but the quality of the work may be of a lower standard. A limited range of men's clothing is carried in the Air Force Exchange. Either the uniform or civilian formal dress is acceptable for unofficial formal social affairs. Clothing should be similar to that worn in the Washington, D.C., area.

Women's clothing: In the winter, most of the homes are inadequately heated, therefore, clothing should be warm. The dresses worn by the women during the day and evening are similar to those worn at home in the States. Woolen socks, sweaters, skirts and sport shirts as well as a warm dressing gown and house slippers are recommended for comfortable relaxing at home.

The summers are hot and long, therefore, a supply of lightweight clothing is essential. Cottons and washable silks are popular and most useful.

Some lingerie may be obtained at times in the AFEX but the selection is limited.

Children's clothing: Clothing for children is obtainable in Athens but it is not of the type and quality found on the American markets. The majority of the Americans stationed

in Athens bring and order many items of children's wear from the States. The AFEX will occasionally feature such items as overalls, dungarees, diapers, shoes and other clothing which serve to supplement the child's wardrobe. You are advised to bring a minimum of six months' supply of clothing for your children. Upon arrival, you can decide for yourself which items to purchase locally and which to order from the States.

If the baby is crawling around in the winter, it is recommended that an adequate supply of warm overalls and sweaters be included because many homes have marble floors.

Shoes: Shoes for all your family should be brought and arrangements made for a continuous supply from the States. Local shoes for children do not wear well and the soles are too slippery for infants who are learning to walk. Closed toes and heels are advisable in the winter because of the cold. Greek shoes for adults cost between \$15 and \$20; they are handmade, of fair quality in leather and workmanship, but generally not as comfortable as shoes made in this country. You may find them hard to get used to. Summer sandals and slippers found in Athens suit the taste of Americans, however, and they are usually in broad widths. Shoe repair facilities are of reasonable quality.

Women can supplement their wardrobes with attractive Grecian embroidered blouses and hand woven cotton and woolen skirts. Silver jewelry is attractive and reasonable. Leather belts and handbags, made locally, are attractive and reasonable. Yarns for knitting are plentiful and inexpensive.

Ready-made clothing is scarce in Athens but dresses, gowns and suits can be made to order at fairly reasonable cost. Dressmaking ranges from the seamstress to the couturiere. A wide variety of materials at reasonable prices are available but cottons are somewhat higher than they are in the States. A well made suit of English material would cost from \$50 to \$70.

Laundries and typical American-style laundromats are in operation. However, they are limited in number, but laundresses are available. Dry cleaning service is, in the main,

adequate, but occasional shrinkage must be expected.

Food Supplies—The primary source of foodstuffs is the U.S. Air Force Commissary which is comparable in most respects to a small neighborhood supermarket in the States. The facilities of the commissary are available to all American members of the Mission and their dependents.

The local market provides every essential food. All familiar meats are available and of good standard; three or four days' aging is recommended because of the freshness. Pork is the only meat item which can be classed as doubtful because of trichinosis. Fresh fish is excellent.

Medical Care and Health Control—Local laws covering the storage and sale of food are not rigidly enforced. Food handlers are not required to be physically examined, and refrigeration of meat and other perishable foods is not always satisfactory. However, restaurants are well patronized by service personnel and the majority of them purchase some of their food, including meats, on the local market.

A sensible and highly recommended precaution is to disinfect fresh fruits and vegetables that are purchased at the market. Care should be taken to keep personal immunizations current. The major communicable diseases are dysentery (amoebic and bacillary), infectious hepatitis and tuberculosis. Other illnesses are typhoid and paratyphoid, trachoma and poliomyelitis. Visitors are most susceptible to intestinal disturbances.

The United States Air Force operates a dispensary, dental clinic and small hospital some 10 miles from Athens. The dispensary offers only routine medical care, issuance of medicines, immunization facilities, basic physiotherapy treatment, advice on sanitation, preventive medicine and emergency service. The dispensary does not have facilities for specialized treatment. Wives are given pre-natal care at the dispensary and confinement is usually in the U.S. Air Force Hospital, Wheelus Field, Tripoli, Libya. Under provisions of the Medicare Act expectant mothers have the option of seeking prenatal care and confinement treatment through civilian doctors.

Dental care is limited. Emergency

dental work is available, and routine care is provided for all personnel and dependents.

Optical and ophthalmological work should be completed in the U.S., whenever possible. Optical prescriptions can be filled in Athens. If you wear glasses, it is recommended that you bring an extra pair as well as an up-to-date prescription for lenses and frames.

Pharmaceutical supplies and medications are available in Athens. Medications prescribed by the Dispensary doctors are furnished free of charge.

Education—An association known as the American Community School Board has assumed responsibility for cooperative management of schooling for mission children. Tuition, paid for from government funds, is currently \$315 per school year. School buses are run by the school. The school operates from kindergarten through twelfth grade level. Some American young people of junior college age attend Pierce College (for girls) or Athens College (for boys). Many attend the University of Maryland Extension at Munich. For college students attending school outside the Athens area (provided they are legal dependents under the age of 21) one round trip from Greece to the location of the school is provided each year. For

those attending school in the United States transportation is ended at the point of entry into the United States.

Churches—Most of the local population is Greek Orthodox. For American residents, services are conducted regularly in Protestant, Catholic and Jewish faiths. An inter-denominational Protestant church, privately supported, is active in the community. The Church of England maintains a church in Athens. Christian Science services are conducted twice weekly in Greek and in English.

Recreation—The social life is quite similar to that found in any fairly large American city. You may participate actively or sparingly. Most entertainment is done through private parties. Service families associate freely with the local populace. The visitor who fails to make friends among the local inhabitants misses a great deal of the pleasure of living in Greece.

Clubs: The American Club in Kifissia, one of the suburbs of Athens, is sponsored and financed by private membership. It provides dining and grill rooms, cocktail lounge, bar, weekly dances, movies, bingo and other entertainment. There is a small swimming pool. Membership is inexpensive; it is open to all Americans.

There is a camera club among the mission members. Not all sizes in films are sold at the Post Exchange. The scenery around Greece presents excellent photographic possibilities.

Spectator sports consist of horse races, track meets, soccer games, basketball and tennis matches.

There is a fair nine-hole golf course about 15 miles from Athens, open the year round. Greens fees are \$1.25 for 18 holes.

There are numerous beaches near Athens which are reached easily by automobile. The water is clear and refreshing; there is no surf.

There are excellent tennis clubs available at very reasonable membership fees. The tennis clubs will allow only regulation white tennis dress on the courts. It is necessary for men to have white shorts and T-shirts and for the women to have white tennis dresses or white shorts and shirts.

Spearg fishing and rod and reel angling are popular in the sea around Athens. During the season,

All-Navy Cartoon Contest
Charley Wise, HM1, USN



"Chief Jones was right... You do have two left feet."

hunting for duck, geese, quail, dove and rabbits is reasonably good. Excellent trout fishing is available in the mountain streams near Athens and in northern Greece.

It is not considered good taste for women to wear shorts or slacks on the streets or in the Air Force Exchange facilities.

Various continental and Greek films are shown, as well as many recent American releases. Movie houses are closed in summer and all films during these months are shown at outdoor theatres. This provides a very pleasant form of recreation.

During the summer, symphonies and special concerts are given in the old Roman Herodus Atticus Theatre, an outdoor arena. The winter concert season begins in October and continues until June during which time many fine symphonies, special concerts and lectures are presented.

There are many night clubs that serve dinners; all of these clubs have music, dancing and floor shows.

Including hotel dining rooms and restaurants, there are several good places with a reasonable variety of food. The American Club specializes in American-style dinners costing from \$1.00 to \$1.50. An average dinner in the Greek restaurants, including local wine, will cost about \$1.50 to \$2.00. The better class taverns provide a pleasant evening out; the food is in Greek or European style in good quality and variety at reasonable cost.

Automobiles—You will find a car of great value. You should make sure it's in good operating condition before leaving the States. Traffic in Greece is on the right.

All makes of cars can be serviced in Athens and spare parts are available. Such innovations as power-steering and power-brakes, as well as the automatic drive, are not too well known in Greece, hence, maintenance in those cases may present problems in all but the larger garages. The upkeep of a car is slightly less than in the U.S. Registration of a private automobile is made for 20 drachmas (\$.67), upon presentation of a valid international driver's license. The required license is easily obtained in Athens, and costs 50 drachmas (\$1.67). A valid Stateside license (from any state) is required.

Local insurance companies are reliable and good. Claims are settled

SeaBees in Training for Mobile Recovery Task Force

The Seabees—as part of the Mobile Recovery Task Force program—may take on a new peacetime assignment that could gain them and the nation world-wide acclaim. (See Jan 61 issue, p. 14)

The Chief of Naval Operations has expressed considerable interest in the possibility that Seabee Task Forces could be rushed anywhere at any time to perform rescue, demolition, fire fighting, decontamination and repair work not only after nuclear disasters, but also after such natural catastrophes as the recent earthquakes and tidal waves in Chile.

If studies now being made prove it practical, the Seabees and their equipment might even be airlifted to sites of mass destruction so they can begin performing their humanitarian services within the shortest possible time after disaster strikes.

promptly. A minimum of insurance on mission automobiles is required. The insurance may be purchased through Greek companies. The minimum rate will be approximately \$120 a year. Only one car per family may be imported into Greece without special authorization.

Gasoline and oil may be purchased tax-free through a coupon system operated by the Mission. Gas now costs about 25 cents per imperial gallon (1.1 U.S. gallon). Oil costs about 45 cents per quart.

Local Transportation—The military mission-operated bus system provides transportation at no cost to and from work. During the non-rush hours, the Greek bus system provides adequate and cheap local transportation. There is an electric train connecting Athens with Kifissia to the North and Piraeus to the South. Taxis are plentiful and rates are reasonable within the city; suburban runs are more expensive than in many areas of the U.S., averaging about 32 cents a mile.

Local or nearby trips are normally taken by automobile. The local steamers take passengers to the famous Greek islands. Athens is a mainline airline stop, consequently,

air travel facilities are readily available. Piraeus, the port of Athens, is a major Mediterranean port of call, from Athens with the Orient Express to Belgrade and other European capitals. Railroad travel in Greece is not up to the American standard.

Customs, Finances, Taxes—All personnel of the American Mission and dependents are authorized free entry into Greece of all personal effects, food, supplies for personal consumption. This free entry privilege continues for the duration of their stay in Greece.

There is no customs duty levied on articles imported for your personal use. However, should any item be sold within Greece to a person not having free entry privilege, duty must be paid.

You are not subject to any Greek taxation on your earnings.

Currency Regulations: The unit of currency is the drachma. The local use within Greece of any currency other than drachmas is illegal. However, you are authorized to use dollars at the APO, AFEX, snack bar and Commissary. There is no limitation on the amount of dollars and traveler's checks which you may take into Greece.

The proper mailing address of all persons attached to the Navy Section, JUSMAGG is:

(name) (rank/rate), (service number)

U.S. Navy Section, JUSMAGG, APO 223, New York, N. Y.

A telegram sent commercially will be delivered to the office if it is addressed as follows:

(name) (rank/rate), (service number)

U.S. Navy Section, JUSMAGG, Tameion Building
9 Venizelou Street
Athens, Greece

There are many books, both ancient and modern, which are of value in preparing for an assignment in Greece. You may find the following interesting: "Classical Landscape with Figures" by Lancaster, "It's Greek to Me" by Ethridge, "The Greeks" by Kitto, "Greek Dilemma" by McNeill, "Apple of Discord" by Woodhouse, "Greece and the West Today" by Alderfer, "Pocket Book of Greek Art" by Graven and "Modern Spoken Greek" by Pring. There are many others.

Eligibility Rules for Five-Term College Training Program

IF YOU'RE an augmented or integrated naval officer of the line in the 1100 or 1300 categories, with a permanent rank of ensign through lieutenant commander, and you have been accepted into the Regular Navy since 1 Jan 1949, you may be able to qualify for college training at any of 34 U. S. colleges or universities, or at the General Line and Naval Science School, Monterey, Calif.

If you can meet the requirements, and are willing to obligate yourself for the necessary service, you could request such training under the Five-Term College Training Program, which is aimed at providing educational opportunities up to the baccalaureate level for every eligible augmented or integrated USN officer.

To be eligible for enrollment in the program, you must be accepted by an NROTC University, the George Washington University, or the General Line and Naval Science School, with an advanced standing of 45 semester hours or the equivalent quarter hours. (Thirty semester hours or 45 quarter hours are normally considered to be the equivalent of one year of college work.)

Since colleges differ in the required courses of study for admission with advanced standing, you should ascertain and follow the requirements for the specific university you are interested in attending. Article D2103 of the *BuPers Manual* contains extensive information on procedures to follow in seeking civilian accreditation of in-service educational experience. Your I & E officer will also be able to give you detailed information on such matters.

In general, however, acceptable credit hours can be earned through the following means:

- College courses at accredited institutions. You may take advantage of the Tuition Aid Program (explained in detail in *BuPers Inst.* 1560.10B) to earn residence credits at nominal expense to yourself.

- USAFI college level courses and tests, including the USAFI college level GED tests administered through your I & E office. The civilian form of the college level GED tests is also given by some NROTC universities. It should be noted, however, that a majority of colleges and universities

have discontinued granting credit for such tests.

- Correspondence courses offered by colleges and universities that participate with USAFI.

- Formal Navy service school training programs. Most institutions will award a maximum of about 30 semester hours for in-service training. The remaining 15 (or thereabouts) hours must be earned through attendance at an accredited university or by completing correspondence courses.

You are ineligible for the program if: You were commissioned in the Regular Navy earlier than 1 Jan 1949; you are a commander; you have attended a post-graduate course of one academic year or longer (with the exception of the General Line course and the Naval Intelligence course); you are more than 40 years old; you have failed selection in your present grade; you have previously attended school under the Five-Term Program; or if you maintained less than a "C" average in all previous college work and/or the General Line course.

If you are enrolled in the Five-Term Program you will be required to carry a minimum of 15 credit hours of study per term, except during the summer sessions when the maximum number of hours offered must be carried. Unless you are enrolled in the Bachelor of Arts Program at Monterey, you must have completed, or plan to include—mathe-

matics through differential and integral calculus; a minimum of six semester hours in college level physics; a minimum of six semester hours of English; and a minimum of three semester hours in public speaking.

(The increased mathematics and science course requirements listed above will not be mandatory if your application was on file with the Chief of Naval Personnel by 30 Jun 1957. In that case the mathematics requirement would still be mathematics through solid geometry and trigonometry.)

Subject to the approval of academic authorities concerned, you may select any major field of study leading to a baccalaureate *except* premedical, prepharmacy, premedical, pretheology, law, music or art. Most engineering curricula, such as electrical and aeronautical engineering, are now of five-year duration, and in order to earn a degree in five semesters you would need an advanced standing of 75 semester hours. However, an undesignated B.A. degree can usually be achieved in four years.

If you have a minimum of 45 semester hours or the equivalent quarter hours, and you desire to enroll in the program, you should submit a request for admission to the Chief of Naval Personnel (Attn: Pers-C222). Your request should include your date of birth; date of acceptance into the Regular Navy; official academic transcripts and records of qualifying work (including high school as well as college transcripts); a completed application for credit for in-service educational experiences (DD Form 295) in duplicate; a principal major field selection and an alternate major field selection; two choices of schools (a complete list of schools available can be found in Enclosure One to *BuPers Inst.* 1520.48C); state of legal residence; an agreement not to resign or request inactive duty during the curriculum; and an agreement to serve on active duty in the naval service one year for each half-year, or fraction thereof, of instruction received. You must agree to obligate yourself for such service over and above any obligation you incurred upon commissioning.

The Chief of Naval Personnel will send your academic transcripts and

All-Navy Cartoon Contest
William V. Rockett, AM2, USN



"By the way, doc, how about a good 8 x 10 in color?"

records of qualifying work to the professor of naval science at a university for a determination of advance credit and acceptance by the university. The Chief of Naval Personnel will be notified if you are tentatively accepted for future enrollment with an advanced standing of 45 semester hours (or equivalent quarter hours) which can be applied toward a degree.

If you are accepted, and if a baccalaureate can be obtained within five semesters or seven quarters, you will be placed on an eligibility list maintained by the Chief of Naval Personnel. If, however, you are turned down by two universities, all transcripts and records will be returned to you with the suggestion that you enroll in additional courses in order to become eligible for the program. When working toward establishment of eligibility, you should consider enrolling in college courses in the following order of priority: algebra; trigonometry; physics; history (U.S., European or World); and English (composition or literature.)

As an applicant for the Five-Term Program you will also be considered for the General Line and Naval Science School at Monterey, Calif. This school provides instruction leading to a bachelor of science degree, undesignated, or to a bachelor of arts degree in political science. The curriculum of the B.S./B.A. Program includes those courses in the General Line course (listed in BuPers Inst. 1520.43) and, in addition, offers a sufficient number of courses in the scientific-engineering and social-humanistic areas to support a fully accredited baccalaureate.

If you have previously completed the General Line course, you are now eligible for consideration for the B.S./B.A. Program. If you have previously applied for the Five-Term Program and have not been considered for the B. S. Program, you need not reapply—you will automatically be considered for the B.S./B.A. Program. If you were not considered for the B. S. Program because you did not possess the requisite mathematics background, you will be automatically considered for the B.A. Program.

Once your eligibility has been established, you will be considered for the program by a selection board whenever it is determined that you can be available for such assignment.

This will normally occur after completion of a tour of sea duty. If you are an aviation officer you must enroll at an institution which is located within 100 miles of a naval air station. This is to aid you to maintain your flight proficiency.

NOW HERE'S THIS

Polaris-ese

If you should run into a *Polaris* expert, and he asks you if you've seen the JAM about the latest SPALT at NWIRP, he's not just pulling your leg. And if he tells you that you can get more OD for a SDAP by using AIM, he knows what he's talking about.

You would too, if you were hep to "Polaris-ese," a sort of verbal and written shorthand the Special Projects Office people—and the engineers, scientists and technicians working on the highly-accelerated *Polaris* program—have developed to help speed up and simplify communications.

If you had been equipped with a *Polaris-ese* dictionary when you read that first paragraph, you'd know that a JAM is a Job Assignment Memo, a SPALT is a Special Projects Alteration, and NWIRP is the Naval Weapons Industrial Reserve Plant at Sunnyvale, Calif. You could have looked further too, and found out that OD is just a shortened form of Ordnance Data, that SDAP stands for Systems Development Analysis Program, and that an AIM is an Active Inert Missile.

There are lots more—and familiarity with *Polaris-ese* might someday keep you from leaping to a hasty conclusion. When a couple of *Polaris* experts bandy around such words as PIVOTS and DIVOTS, for example, they're not discussing their golf games. Those are code names for test programs on rocket motors. And if you were to assume that LEG-men were Fleet Ballistics Missile cheesecake specialists, you'd be wrong again. They're really a Logistics Evaluation Group.



List of New Movies and TV Series Available to Ships and Overseas Stations

Four TV series have recently been made available to ships through the Navy Motion Picture Service. Two of these one-hour TV shows will be packaged together for a 108-minute program. Commercials have been deleted. However, these TV programs may be shown aboard ship only. They are not to be exhibited at shore stations. Below, you will find a listing of movies and TV programs made available in February.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

Desire in the Dust (1667) (WS): Drama; Raymond Burr, Martha Hyer.

Jazz Boat (1668) (WC): Musical Comedy; Anthony Newley, Anne Aubrey.

It Started in Naples (1669) (C): Comedy; Clark Gable, Sophia Loren.

Girl of the Night (1670): Drama; Anne Francis, Lloyd Nolan.

Magnificent Seven (1671) (C) (WS): Western Drama; Yul Brynner, Steve McQueen.

Hell is a City (1672) (C) (WS): Melodrama; Stanley Baker, John Crawford.

The Great Impostor (1673): Comedy Drama; Tony Curtis, Edmond O'Brien.

The Shakedown (1674): Melodrama; Terence Morgan, Hazel Court.

High Time (1675) (C) (WS): Comedy; Bing Crosby, Tuesday Weld.

Walk Tall (1676) (WS): Western; Willard Parker, Joyce Meadows.

The Captain's Table (1677) (C): Comedy; John Gregson, Peggy Cummins.

Breath of Scandal (1678) (C): Comedy; Sophia Loren, Maurice Chevalier.

Jungle Cat (1679) (C): Nature Study; Walt Disney True Life Adventure.

The Police Dog Story (1680): Melodrama; James Brown, Mary Anders.

Five Guns to Tombstone (1681): Western; James Brown, John Wilder.

G. I. Blues (1682) (C): Comedy; Elvis Presley, Juliet Prowse.

Television Programs

- 5040 TV-1 (Series) *Riverboat* — Post Civil War Drama; (Episode) The Fight Back.
TV-2 (Series) *Wagon Train* — Western; (Episode) The Jesse Cowan Story.
- 5041 TV-1 (Series) *Riverboat* — Post Civil War Drama; (Episode) Face of Courage.
TV-2 (Series) *Wagon Train* — Western; (Episode) The Dan Hogan Story.
- 5042 TV-1 (Series) *The Untouchables* Underworld Drama; (Episode) Portrait of a Thief.
TV-2 (Series) *Overland Trail* — Western; (Episode) Lawyer in Petticoats.
- 5043 TV-1 (Series) *The Untouchables* Underworld Drama; (Episode) Underworld Bank.
TV-2 (Series) *Overland Trail* — Western; (Episode) Westbound Stage.
- 5044 TV-1 (Series) *Wagon Train* — Western; (Episode) Man Called Horse.
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) Hang the Man High.
- 5045 TV-1 (Series) *Wagon Train* — Western; (Episode) The Cassie Tanner Story.
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) The Sellout.
- 5046 TV-1 (Series) *Bonanza*—Western; (Episode) Enter Mark Twain.
TV-2 (Series) *The Untouchables* —Underworld Drama; (Episode) Little Egypt.
- 5047 TV-1 (Series) *Bonanza*—Western; (Episode) The Last Hunt.
TV-2 (Series) *The Untouchables* Underworld Drama; (Episode) The Doreen Maney Story.
- 5048 TV-1 (Series) *Wagon Train* — Western; (Episode) The Beauty Jamieson Story.
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) Fort Epitaph.
- 5049 TV-1 (Series) *Wagon Train* — Western; (Episode) The Luke O'Malley Story.
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) Fight at New Canal.
- 5050 TV-1 (Series) *Bonanza*—Western; (Episode) San Francisco Holiday.
TV-2 (Series) *The Untouchables* Underworld Drama; (Episode) Frank Nitti Story.
- 5051 TV-1 (Series) *Bonanza*—Western; (Episode) Saga of Annie O'Toole.
TV-2 (Series) *The Untouchables* Underworld Drama; (Episode) Head of Fire, Feet of Clay.
- 5052 TV-1 (Series) *Wagon Train* —

Western; (Episode) Sakae Ito Story.

TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) Night of the Faceless Man.

5053 TV-1 (Series) *Wagon Train* — Western; (Episode) The Annie MacGregor Story.

TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) The Man and the Trunk.

5054 TV-1 (Series) *Bonanza*—Western; (Episode) Dark Star.

TV-2 (Series) *The Untouchables* —Underworld Drama; (Episode) Nicky.

5055 TV-1 (Series) *Bonanza*—Western; (Episode) Bitter Water.

TV-2 (Series) *The Untouchables* —Underworld Drama; (Episode) The Rusty Heller Story.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

This listing covers the directives from 1 January to press time.

Alnavs

No. 1—Directed that certain drugs be suspended from issue and use.

No. 2—Directed that certain foodstuffs be suspended from issue and use.

No. 3—Contained farewell message of former Secretary of the Navy, William B. Franke.

No. 4—Expressed greetings of present Secretary of the Navy, John B. Connally, Jr.

No. 5—Referred to additional exceptions to the prohibition contained in Alnav 49, which described the types of goods non-appropriated fund activities may purchase.

No. 6—Contained a report of food contamination.

No. 7—Cancelled a number of references and changes in directives

pertaining to authorization for dependents at overseas locations, and stated that other means would be found to stem the dollar outflow.

No. 8—Contained a report of food contamination.

No. 9—Suspended issue of a quantity of typhus vaccine.

Instructions

No. 1070.15 — Issues instructions for the preparation, maintenance, and disposition of the History of Assignments page (NavPers 601-5).

No. 1120.33 — Invites applications of USN and USNR line officers for designation for Engineering Duty, Aeronautical Engineering Duty or Special Duty.

No. 1331.2C — Requests applications from junior officers, including Waves, who wish assignment to the Naval Security Group for a tour of duty.

No. 1571.16A — Describes the re-employment rights granted Naval Reservists.

Notices

No. 1414 (5 January) — Announced the reinsertion of stenographic requirements in the Yeoman rating for pay grades E-6 and E-7.

No. 1900 (12 January) — Furnished a listing of regulations for ready reference incident to administrative discharges for cause.

No. 1531 (23 January) — Requested nomination of candidates for assignment to the U.S. Naval Preparatory School, Bainbridge, Md.

No. 1520 (27 January) — Announced, by date of rank, those individuals who are eligible to apply for the Submarine School class convening in October at the Submarine School, New London, Conn.

No. 1320 (2 February) — Called attention of all order-issuing authorities to the policy regarding issuance of TAD orders to be performed in the vicinity of the recipient's permanent duty station.

No. 1120 (9 February) — Announced the selection of personnel for temporary appointment in the grade of lieutenant (junior grade) for limited duty only.

No. 1120 (20 February) — Announced the selection of applicants for training leading to a permanent commission as ensign in the Regular Navy and for temporary appointment to Ensign, LDO.

An aerial photograph of the Norfolk Naval Shipyard, showing various ship repair docks with large ships being worked on, surrounded by industrial buildings and infrastructure.

NORFOLK

and the fifth naval district

ALL HANDS SPECIAL REPORT

WITHOUT A SHORE ESTABLISHMENT, a Navy ship would be much like a car without a service station—it could operate until it ran out of fuel or its mechanism failed, and then it would be just so much metal.

To keep its ships on the road, the Navy has established a system of naval districts which serve the same purpose as the service stations. At present there are 15 of these districts, covering the continental United States, Hawaii, the Canal Zone, Alaska and the Aleutians.

The Fifth Naval District, with its headquarters at the U.S. Naval Station Norfolk, Va., serves as an excellent example of the importance of the naval district in keeping ships at sea.

All the shore establishments in the area, which includes Virginia, West Virginia, Kentucky and parts of Maryland and North Carolina, are controlled from the headquarters of the District Commandant, whose re-

sponsibilities include everything from legal matters to the 600-foot radio telescope which is being built near Sugar Grove, W. Va.

ComFive, like the commandant of each naval district, is responsible for the defense of his district, public relations, control of Naval Reserve matters, communications, public works and transportation. He acts as representative of the Secretary of the Navy, the Chief of Naval Operations, and the various Navy bureaus.

STRETCHED AROUND the Hampton Roads area is an enormous complex of military installations.

At the north end of the Norfolk Naval Station itself are piers big enough to accommodate the world's largest warships. And some of them are big.

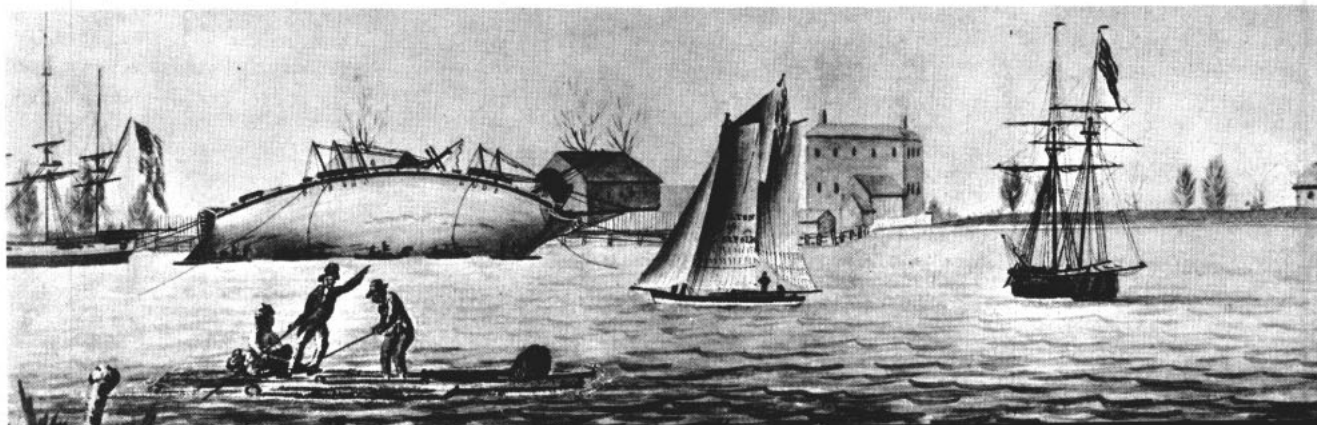
To the south of these piers are the Destroyer-Submarine piers, home of some 50 destroyers and 15 submarines.

Between lies the Norfolk Naval Supply Center, with 5800 civilian employees supplying the daily needs of the Fleet.

Nearby are the Norfolk Naval Air Station, the Armed

Adapted from the magazine section of "The Virginian-Pilot and The Portsmouth Star," Norfolk, Va., Sunday, 27 Nov 1960. Printed with permission of the publishers and copyright owners.

IN THE BEGINNING Norfolk Naval Shipyard was known as Gosport shipyard. Here's how it looked way back in 1795.



Forces Staff College, the headquarters of the Supreme Allied Commander, Atlantic, and the Commander in Chief, U. S. Atlantic Fleet.

Down the Elizabeth River lies the Norfolk Naval Shipyard in Portsmouth, and the Portsmouth Naval Hospital. Across Hampton Roads is one of the largest private ship-building companies in the country, builder of nuclear submarines and the nuclear powered aircraft carrier USS *Enterprise*.

Within a short distance are the Little Creek Naval Amphibious Base, the Naval Weapons Station at Yorktown, a degaussing station, ammunition and fuel depots, a harbor defense unit, and the Oceana Naval Air Station.

All of this adds up to quite a good sized—and busy—service station. Here are some of the details.

Atlantic Fleet

Just off Hampton Boulevard in Norfolk, a few blocks from the Norfolk Naval Station, is a small group of red brick buildings surrounded by towering maple trees and neat green lawns. In this almost pastoral setting, critical military decisions are made daily by the staff and Commander of the U. S. Atlantic Fleet.

Over the peaked roof of one building flies the four-star flag of the commander of this Fleet, the highest ranking officer in Tidewater Virginia. He wears four hats—as Commander in Chief of the Atlantic Fleet, Commander in Chief of forces in the Atlantic area, Commander in Chief, Western Atlantic, and Supreme Allied Commander, Atlantic.

His NATO command, SACLANT, is the first international ocean command ever established on American soil. Its mission is maritime defense of the North Atlantic Treaty Organization.

On the NATO staff in Norfolk are 140 Allied officers from the 15 NATO countries.

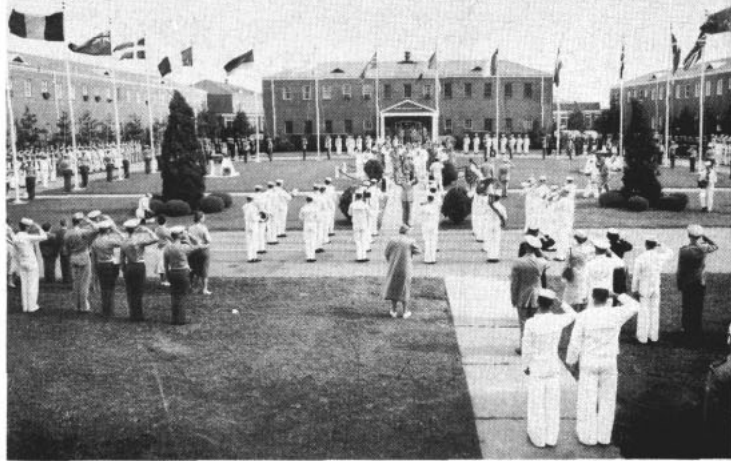
The Atlantic Command is a joint military force, with Army, Navy and Air Force units spread from Iceland to the Azores and the Antilles, in the North and South Atlantic and in part of the Indian Ocean.

The Atlantic Fleet—the Navy element of the Atlantic Command—is composed of 450 ships, 150 aircraft squadrons and 175,000 men.

The Atlantic Command was established to carry out a threefold mission:

- To defend the United States against attack across the Atlantic and through the Caribbean Sea.
- To maintain the security of the Atlantic.
- To coordinate and support other commanders of unified commands.

More than 61 million persons live in the 17 nations that, with the United States, border the North Atlantic, all of them within reach of guided missile attack. Neutral-



NORFOLK INTERNATIONAL—NATO nations muster in front of their Norfolk headquarters for ceremonies.

ization of this threat is the responsibility of the Atlantic Command. Another of its missions is to protect the coastal and foreign shipping lanes of the area.

The Atlantic Fleet has four major jobs:

- Attack with both atomic and conventional weapons by fast carrier striking forces.
- Protection of the Atlantic sea lanes, including the destruction of enemy submarines and aircraft.
- Protection of the coastal area against submarine-launched missile attacks.
- Amphibious assault on overseas land objectives.

FOR ADMINISTRATIVE CONTROL, the Atlantic Fleet is divided into type forces, which include Naval Air Amphibious, Cruiser, Destroyer, Fleet Marine, Service and Submarine.

The operational control of the Fleet is split into various fleet, force, functional and area commands. These include the U. S. Second Fleet, Antisubmarine Defense Force, Eastern Sea Frontier, Caribbean Sea Frontier, Training Command, Operational Test and Evaluation Force, South Atlantic Defense Force and Support Forces, Antarctica.

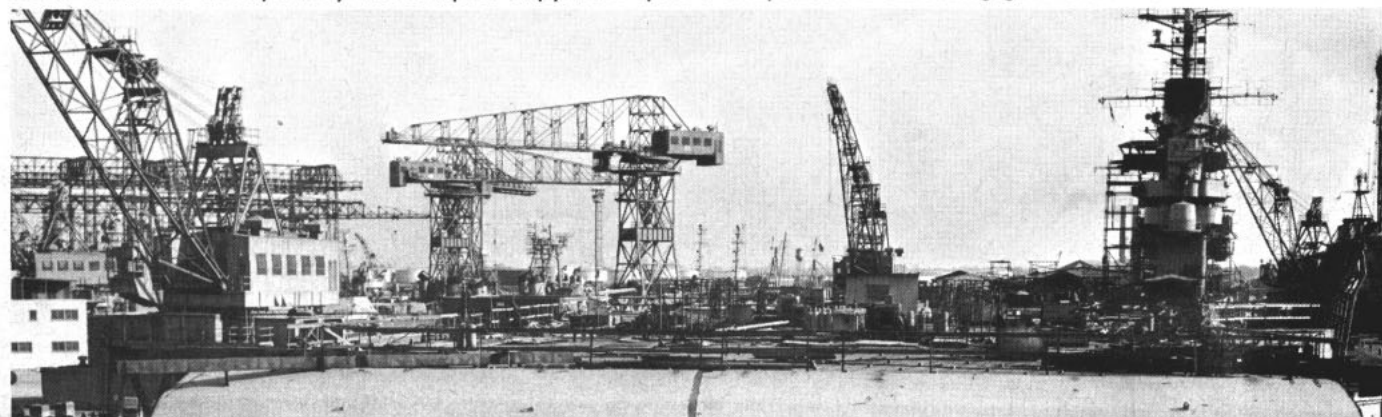
The Atlantic Fleet has various type commands organized into the Second Fleet. The Second Fleet is a fast mobile force including carriers and aircraft capable of delivering nuclear bombs.

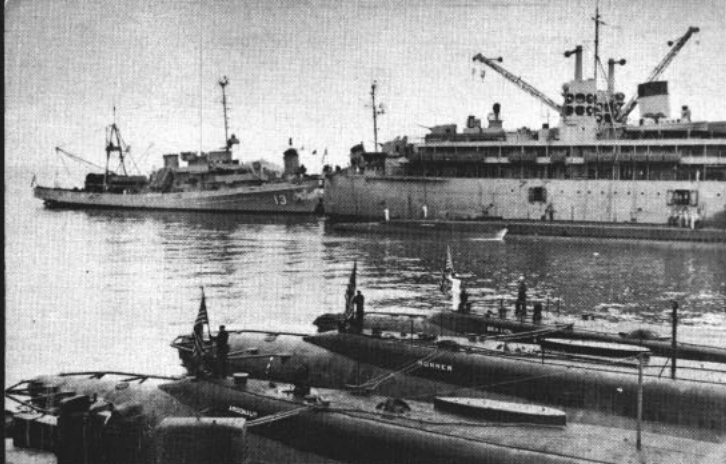
The Amphibious Force can land assault troops and supplies on an enemy-held shore with speed and precision.

The Fleet Marine Force, which trains extensively with the Amphibious Force, is expert in beach assaults.

The major defensive element of the Atlantic Fleet is the Antisubmarine Defense Force. Formed in 1957, this force was assigned the defense of the East Coast from attack across the Atlantic. It consists of three antisubmarine carrier groups, an Atlantic Barrier of radar ships and

SOME CHANGE—Today's busy and complex shipyard is quite a comparison to careening ground started in 1767.





HARBOR SCENE—Subs with Norfolk home, tender, and service craft of Atlantic Fleet get set for night routines.

aircraft, destroyers, submarines, patrol craft and anti-submarine air squadrons.

Assigned to the Atlantic Fleet are the nuclear submarines USS *Nautilus*, SS(N) 571, *Skate*, SS(N) 578, *Seadragon*, SS(N) 584, *Triton*, SSR(N) 586—which this year sailed around the world submerged—and *Tullibee*, SS(N) 597.

Other less spectacular additions to the Fleet's arsenal include minesweepers with non-magnetic hulls and the aircraft carrier USS *Boxer* (LPH-4), whose mission is to launch helicopter-borne Marines to an assault.

Second Fleet

The Second Fleet could very well take "Any place, any time" as its motto.

A combination of all types of naval power in one package, it ranges the seas from the West Indies to the Baltic, from Hampton Roads to Gibraltar.

When deployed at maximum strength, it is the most powerful Fleet ever assigned to control the Atlantic. Its composition allows it to undertake any kind of sea warfare. Its weapons range from the M-14 rifles of its Marines to guided missiles and nuclear submarines.

Based in Norfolk, its units fan out for thousands of miles over, under and on the Atlantic. Primarily an aircraft carrier strike force, it can also call on amphibious assault troops, antisubmarine warfare groups, sub-

BIG GUNS—Cruiser Force, U.S. Atlantic Fleet, that carries today's heaviest surface punch, is based at Norfolk.



marines and guided missile cruisers.

The brains of the Fleet travel with it aboard the command cruiser USS *Northampton* (CLC 1). *Northampton* is a floating mass of communications and electronic equipment—the headquarters from which the Fleet Commander keeps control of his armada. Aircraft carriers form the backbone of the Fleet.

The command is a double role. As the U.S. Second Fleet, it comes under Commander in Chief, U. S. Atlantic Fleet, and is charged with the protection of the United States' eastern flank.

But it is also a part of NATO's naval strength. The Commander of the Second Fleet carries the NATO appointment of Commander, Strike Fleet Atlantic.

The Destroyers

Small but aggressive, the destroyers carry more men into combat than any other type of ship. In the Norfolk area, the largest command afloat consists of the ships of Destroyer Flotilla Four.

The flotilla has 44 destroyers, three tenders and one of a new class of super-destroyers—a frigate. Manning these ships are 800 officers and more than 15,000 enlisted men.

Destroyers are the most versatile ships of the Fleet. In their design, armor plate and the comfort of the crew are secondary considerations. Their purpose is fire-power, speed and maneuverability. They carry dual-purpose guns, torpedoes, depth charges, sonar and radar, for both attack and defense.

The destroyer's versatility has made it indispensable in every type of naval operation. It can attack surface ships with torpedoes or gunfire. It protects friendly ships from surface or submarine attack. Under air attack, it is a floating antiaircraft battery as it pours its flak from its tight pattern of guns. It is a radar station ranging wide to screen the Fleet it is protecting. It plays a big role in ASW.

In amphibious assaults it is used to bombard shore defenses and give close support to assaulting Marines or infantry. When aircraft are operating from a carrier, destroyers are nearby, ready for a quick rescue of any pilot whose plane goes down.

Every two years, each destroyer will spend seven months operating with naval forces in European or Middle Eastern waters.

When the destroyers start their 10-day trip across the Atlantic, both ships and crews have been brought to a high state of combat readiness by extended periods of training on this side of the ocean. Each carries a full load of supplies, spare parts and ammunition, ready for combat if necessary.

With the Sixth Fleet in the Mediterranean the destroyers are called upon to take part in carrier operations and antisubmarine warfare.

With the destroyers travel the destroyer tenders, floating factories capable of major repair work both above and below a destroyer's waterline. The tenders supply the destroyers with everything from ice cream to hot water in port, from movie shows to dentistry, print a newspaper for the flotilla and supply chaplains for religious services.

Cruiser Force

For its heaviest surface punch, today's Navy looks to its cruisers.

Keeping pace with the rapid development of new

weapons systems, the cruiser has been adapted to carry guided missiles. Meanwhile, its 8-inch guns have inherited many of the heavy bombardment tasks of the battleship.

Commander, Cruiser Force, U. S. Atlantic Fleet, is based in Norfolk, as are two of his three divisions. Boston, Mass., is the home port of the third.

The Commander of the Cruiser Force flies his flag from the guided missile cruiser USS *Canberra* (CAG 2). From this ship he also has direct command of Cruiser Division Six, which includes the command ship *Northampton* and the guided missile cruiser USS *Springfield* (CLG 7).

Cruiser Division Two, also based in Norfolk, is made up of the heavy cruisers USS *Newport News* (CA 148), *Des Moines* (CA 134) and *Galveston* (CLG 3). *Galveston* was the first ship to be equipped with the *Talos* missile.

Cruiser Division Four, in Boston, has the guided missile cruiser USS *Boston* (CAG 1) and the conventional cruiser USS *Little Rock* (CLG 4).

The cruiser's versatility gives it tremendous power. The missiles allow it to fight the land-based air power of any potential enemy, and its heavy guns provide power for amphibious assaults and give the Fleet protection from surface attack.

Cruisers have provided the Navy with a fine weapon for diplomacy, too.

When an earthquake devastated Agadir, Morocco, USS *Newport News* arrived quickly with assistance that won many friends for the United States.

And the around-the-world cruise of USS *Canberra* took that ship to the port of Moji, Japan, Norfolk's sister city, to strengthen the bonds of friendship between the two cities.

ServLant

No unit of the Atlantic Fleet is called upon to exercise more versatility than the Service Force, Atlantic Fleet. SERVLANT's most important job is to keep the Fleet supplied with food, fuel, ammunition and men to keep it operating at sea.

But SERVLANT is just as important to the enlisted man as it is to the admiral. It is his mailman, his movie distributor, the supplier of chaplains, the provider of recreational programs—in effect, an important morale builder.

Besides these services, SERVLANT provides hydrographic and oceanographic survey ships, tugs and tenders, salvage and repair ships, icebreakers, aviation fuel tankers, cable layers and floating drydocks.



SERVICE TO THE FLEET—ServLant performs many services to keep the Fleet fit. Here, moulders make a casting.

It also maintains two overseas naval stations, four battalions of Seabees and a Cargo Handling Battalion.

The force consists of about 2500 officers, 18,000 enlisted men, 1800 civilians and more than 100 ships.

The Service Force was created during World War II, when the rapid expansion of the Navy made it necessary to have all support duties organized in one command.

Naval Supply Center

The Norfolk Naval Supply Center is another Navy facility that can call itself "the largest in the world."

It has to be. It is responsible for supply to the Atlantic Fleet, to all naval shore stations east of the Mississippi and to naval establishments all over the world.

The Center has 80 major storage buildings spread over 4107 acres of land. One of its buildings is the largest structure south of the Pentagon. Its inventory runs over half a billion dollars a year. Each day it issues some 13,600 different items with a value of nearly \$1.8 million. Its purchasing department spends \$16.5 million each year purchasing supplies from small businesses in the Norfolk-Portsmouth area.

Its effect on the local economy is tremendous, with many businesses virtually dependent on Naval Supply purchases in the area as well as nearly 5000 local families drawing wages which, in turn, are returned to local businesses and services.

The Supply Center was started in 1919, with five

BEACH PARTY—Center of Atlantic Fleet's amphibious striking power is the Little Creek Naval Amphibious Base.





SOUTH POLE SERVICE—Navy icebreaker *uss Glacier* (AGB 4) leaves Norfolk for Operation Deep Freeze.

storehouses on a few acres of land.

Now it has a huge facility beside the Elizabeth River, a nuclear weapons storage annex on the naval station and a bulk storage annex near Williamsburg.

Amphibious Forces

Perhaps the most dramatic test of any kind of combat is the amphibious assault. Initial failure is total failure. There is never a chance to regroup and try again. However, in World War II and Korea it was turned into an art, requiring skill, imagination, dash, and the most precise teamwork. The island-hopping technique of the Pacific and the assaults in North Africa, Sicily, Salerno, Anzio and Normandy carried the war into the enemy's backyard.

Now, the preservation and polishing of amphibious warfare skills lie in the Amphibious Force, Atlantic. Working hand-in-glove with the Fleet Marine Force, Atlantic, it gives the Navy its most flexible combat force for land war, whether it be limited or general.

The Amphibious Force is one of the most complex of commands. But it has a tremendous advantage in having all its headquarters at one place—Little Creek Naval Amphibious Base.

Amphibious Groups are the units which actually carry the assaulting troops onto the beaches. A sub-command is the Amphibious Training Unit, which includes the Naval Amphibious School for officers and men who man

SPECIAL DELIVERY—Supply Center has the job of supplying ships at sea, as well as the many naval shore stations.



the assault ships, and the Amphibious Operational Training Unit, which puts the whole force through practical applications of theory learned at other schools.

Other units of the command are Beach Groups which supervise the flow of men and materiel across the beaches, and Underwater Demolition Units which clear the route to the beach of mines and underwater obstacles.

Little Creek

The center of the Atlantic Fleet's amphibious striking power is the Little Creek Naval Amphibious Base, the biggest in the world.

Before World War II, its site was an empty waste of coastal marshland. World War II saw the building of four separate bases in the Little Creek area—Camp Bradford, Camp Shelton, the Frontier Base and Little Creek.

Camp Bradford was started as a training center for Seabees, and switched to training LST crews in 1943. Frontier Base was a forwarding center for men and equipment destined for the European Theater. Camp Shelton was an armed guard training center and later a separation center for demobilization.

All were consolidated with the Little Creek amphibious training base in 1945. Now, the base covers almost 2000 acres of waterfront land. Its support and training facilities and housing are among the most modern in the Navy.

Norfolk Naval Station

The Norfolk Naval Station is really a city within a city—a port within a port. The station exists for its waterfront facilities and anchorages. Home port for a large part of the Atlantic Fleet, it lacks nothing a modern port needs.

It's farfetched, but theoretically possible for a baby to be born there, grow up, get an education, find a job, marry and make a home, raise a family, retire, die, and be buried without setting foot out of the gate.

Aside from such amenities for home life, the station has 10 piers and six miles of berthing facilities for every size of craft from a launch to an aircraft carrier. It has 31 tugs and a fleet of service craft to control all Navy ship movement in the Hampton Roads area, up to Yorktown and St. Julien's Creek.

It has quarters for 4000 enlisted men, 300 bachelor officers and visitors, and homes for many of the station's top officers and their families. Its facilities can feed 12,000 men at one sitting.

Its police and fire departments provide protection not only for the station itself, but for many of the related military facilities in Norfolk. The fire department also trains military and industrial firemen from all over the world.

From the station, the Shore Patrol operates throughout Norfolk, providing help to servicemen and their families, and assisting local police with law enforcement.

The station has churches for Protestants, Jews and Catholics. Regular services are conducted, and the chaplains provide counseling services. Last year there were 99 baptisms and 123 marriages on the station.

The commissary is a supermarket for many Navy families. Special Services provides equipment for boating, fishing, camping and similar activities. There are swimming pools, bowling alleys, gymnasiums, ball fields, tennis courts and a library.

The dispensary provides outpatient care for Navy

dependents and takes care of the immediate health needs of men at the station.

Schools offer technical, professional and cultural courses up to college level.

Navy Air Force—Atlantic

From Argentina to Argentina, from Panama to the Persian Gulf, the aircrews of Commander, Atlantic Fleet Naval Air Force, hold a round-the-clock patrol. Their only real boundaries to the north and the south are the ends of the earth. To the east they extend their air coverage to the edge of the Pacific Fleet area.

From Argentina, the command's P2Vs and *Constellations* patrol the top of the world for hostile ships and aircraft. From Norfolk; Quonset Point, R. I.; and Mayport, Fla., land-based planes cover the Atlantic and Gulf coasts.

From Norfolk, naval aircraft fly support missions to American scientists at the South Pole. In the Mediterranean, naval air power is the backbone of the Sixth Fleet's strength. In the Persian Gulf, three seaplane tenders operating out of Norfolk take turns providing support for air patrols there.

In the Atlantic itself, carrier-borne airpower is ready for anything from sub hunting to supporting an assault landing.

Headquarters for this force of 61,000 officers and men—5000 of them aviators—is in Norfolk. Seventeen ships and more than 100 aircraft squadrons are included in NAF, Atlantic Fleet.

Naval Air Station, Norfolk

The first carrier-type launching was made in Hampton Roads in 1910 when Eugene Ely flew a 50-horsepower Curtiss land plane from a platform on the USS *Birmingham*. From that date, the Norfolk area has been a major factor in Naval Aviation.

In October 1917, a naval air detachment of officers, students and mechanics was transferred from a field at Newport News to the present site of the Overhaul and Repair Department aircraft stowage area.

The Air Station was begun on a few acres in the northeast corner of the Naval Station, with an appropriation of \$500. The seven aircraft—all seaplanes—assigned to Norfolk were moored to stakes in the water. Eventually, canvas hangars were erected to house the planes.

The Air Station was formally commissioned 17 Aug 1918. The first Commanding Officer was LCDR P. N. Bellinger, USN.

Under his direction, the station was a base for anti-submarine patrols, an aviation training center, an experimental facility and a normal operations base. From the beginning, NAS Norfolk was active in many varied aviation fields.

In 1940 a vast expansion program was begun and substantial progress was made before the outbreak of World War II. During the war the station served as a training base for numerous air groups, including those from USS *Wasp*, *Hornet*, *Ranger* and *Yorktown*.

Patrol planes operated from Norfolk to protect shipping and the heavy traffic of daily take-offs and landings taxed the capacity of the station and its outlying fields to the utmost. All departments of the station operated at capacity and the station grew into its present position as one of the most important naval air facilities in the world.

This is Norfolk, headquarters of the Fifth Naval District, and hub of an interesting and vital group of Navy activities. It's a center of Navy learning and Navy doing which make it an important part of national defense and allied cooperation in the cause of freedom.

BIG VIEW—Tugs lead the way as the huge attack carrier USS *Ranger* (CVA 61) enters Portsmouth Naval Shipyard.



TAFFRAIL TALK

LONGEVITY RECORDS are nothing new in the Navy, although they crop up less frequently these days, thanks to Seavey, Shorvey, electronic personnel accounting methods, etc. A good many of them seem to be racked up in the Submarine Service, too—so it's not surprising that a current example we've had called to our attention concerns another underseas sailor.

When Chief Electrician's Mate Enoch W. Pence, USN (SS), reported aboard the Pearl Harbor-based submarine *uss Bluegill* (SS 242) recently, it was just about 30 years to the day since he first pinned on the dolphins of a qualified submariner.

Chief Pence initially qualified in submarines at Portsmouth, N.H., in 1930 aboard the *uss V-5* (later renamed *uss Narwhal*). *Bluegill* is his 12th submarine—and through the years he's found time, among other things, to make a record (at that time) deep dive to 332 feet aboard *Narwhal*; take part in eight war patrols during World War II, and lend a hand in the first guided missile firing from a submarine while a crew member of *uss Cusk* (SS 248) in 1948.

Graying now, and contemplating eventual retirement in the 50th state, Chief Pence doesn't feel especially "veteran"—until he stops to reflect upon the fact that he was a qualified submariner before 70 per cent of his present shipmates were born. And just to prove there's plenty of life in the old boy yet, he stomped over to the Submarine Base training tank a while back and qualified in the modern submarine escape method—buoyant ascent.

★ ★ ★

Attention all Pacific Fleet Units operating near, or crossing over, the International Date Line! We certainly wouldn't want you to lose any sleep over it—but as a favor to Helicopter Utility Squadron One, we'd like to request that you keep an eye peeled for an old, unused day which may be lying around in that vicinity.

A detachment from HU-1 passed through that area recently aboard the heavy cruiser *uss Saint Paul* (CA 73), and claims to have misplaced a day somewhere way back in November, and it still hasn't turned up. We can't furnish you with any further identifying characteristics, however, since even the HU-Oners aren't sure just which day it was. For the remainder of the details anent this less-than-earthshaking item, we quote from HU-1's monthly publication, "The Chopper":

"The crew enjoyed liberty in our 50th State, but as always, good things must come to an end. So we set sail for WestPac, to join the Seventh Fleet. There was quite a mix-up when we crossed the International Date Line. We crossed on November 24th at 0700, which meant that we skipped Thanksgiving Day. The turkeys had already been bought and half prepared, however, so we decided to have Thanksgiving on Friday, saying it was Thursday. But, then we had to say Saturday was Friday so we wouldn't miss field day. Then we had to have a Saturday—otherwise no baths. And Sunday's a day of rest—we could hardly be expected to give that up. Anyhow, one thing just seemed to lead to another, and now no one can figure out for certain what day we finally did skip."

So as we said—it's not horribly important, but if you do happen to be idly looking around out there...

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS

The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the number of copies required.

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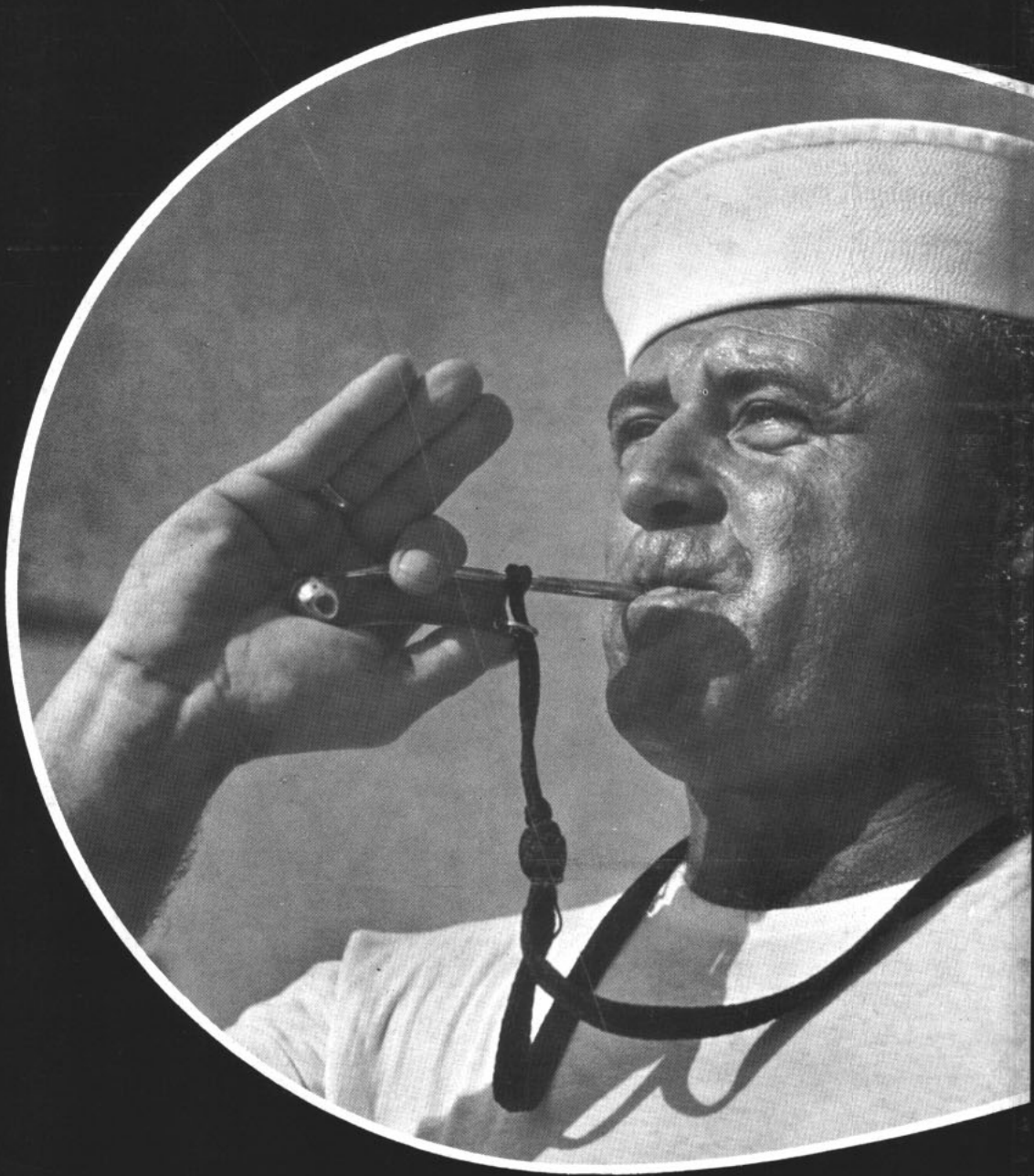
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• **AT RIGHT: GOOD TURN — N. E. Daub, AML, USN, works at the lathe in hangar at Argentia, Newfoundland. He is a member of the support team that keeps the large WV-2 radar planes flying their mission on North Atlantic Barrier.**



passing the word



**SYMBOL OF
ACTION AND TRADITION
the navy way**